

SEPA Environmental Checklist

South Tacoma Station Access Improvements Project

AE 0145-17 STSAI 02.01

January 2024

Authors:

Gray Rand, Environmental Lead
Jeff Morgan, Environmental Planner
MaKenna Lindberg, Biologist
Christine Immroth, Technical Editor

David Evans and Associates, Inc.
801 Second Avenue, Suite 200
Seattle, WA 98104

Table of Contents

PROJECT OVERVIEW..... 1

SUMMARY OF ENVIRONMENTAL ELEMENTS..... 1

A. BACKGROUND..... 5

B. ENVIRONMENTAL ELEMENTS 17

 B 1. Earth..... 17

 B 2. Air 19

 B 3. Water 21

 B 4. Plants 26

 B 5. Animals 28

 B 6. Energy and Natural Resources..... 29

 B 7. Environmental Health 29

 B 8. Land and Shoreline Use 38

 B 9. Housing..... 44

 B 10. Aesthetics..... 44

 B 11. Light and Glare..... 45

 B 12. Recreation 46

 B 13. Historic and Cultural Preservation 48

 B 14. Transportation..... 53

 B 15. Public Services 65

 B 16. Utilities 65

C. SIGNATURE 68

REFERENCES 69

Figures

Figure 1	Project/vicinity map	7
Figure 2	Project IDs location map	8
Figure 3	Wetlands and streams.....	23
Figure 4	Floodplains	24
Figure 5	Listed contaminated sites.....	32
Figure 6	Parking lot noise analysis locations.....	36
Figure 7	Zoning	40
Figure 8	Comprehensive plan designations	41
Figure 9	Critical aquifer recharge areas	43
Figure 10	Recreation areas.....	47
Figure 11	Area of impacts	50
Figure 12	Regional road network	55
Figure 13	Local road network.....	56
Figure 14	Pedestrian facilities	58
Figure 15	Bicycle facilities	60
Figure 16	Regional transit routes	62
Figure 17	Local transit routes	63

Tables

Table 1	Summary of improvements	9
Table 2	Listed contaminated sites.....	31
Table 3	SERA Campus Shared Parking Lot noise analysis.....	37
Table 4	Surveyed built-environment resources within the area of impacts	49
Table 5	Previous cultural resources studies within 0.25 mile of area of impacts	51
Table 6	South Tacoma Station mode of access summary.....	54
Table 7	Bus transit routes serving stops within 1 mile of station (2023)	61
Table 8	Utility providers.....	65

Appendices

Appendix A	Noise and Vibration Technical Analysis
Appendix B	Cultural Resources Technical Report
Appendix C	Transportation Technical Report

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
AI	Area of Impacts
BMPs	Best Management Practices
CO	Carbon Monoxide
DAHP	Washington Department of Archaeology and Historic Preservation
dBA	Decibels
Ecology	Washington State Department of Ecology
EIS	Environmental Impact Statement
GHG	Greenhouse Gas
GIS	Geographic Information System
HRA	Historical Research Associates, Inc.
I-5	Interstate 5
ID	Identification Number
Leq	Equivalent sound level
Lmax	Maximum sound level
LPI	Leading Pedestrian Interval
MSATs	Mobile Source Air Toxics
NA	Not applicable
NADB	National Archeological Database
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
P&R	Park and Ride
PAHs	Polycyclic Aromatic Hydrocarbons
PCBs	Polychlorinated Biphenyls
ppm	Parts per million
ROW	Right-of-Way
SEPA	State Environmental Policy Act
SERA	South End Recreation & Adventure
SR	State Route
ST3 Plan	Sound Transit 3 Plan
SPCC	Spill Prevention, Control and Countermeasure
SWPPP	Storm Water Pollution Prevention Plan
TESC	Temporary Erosion and Sediment Control
TMC	Tacoma Municipal Code
VOC	Volatile Organic Compound
WAC	Washington Administrative Code
WISAARD	Washington Information System for Architectural and Archeological Records Data
WSDOT	Washington State Department of Transportation

PROJECT OVERVIEW

The Central Puget Sound Regional Transit Authority (Sound Transit) proposes to construct and operate a number of individual projects designed to improve access to the South Tacoma Station and surrounding area. The South Tacoma Station is part of Sound Transit's S Line commuter rail service. This proposal would improve walking, biking, bus, parking, and station facilities. Proposed improvements include new and updated sidewalks, ramps that are compliant with the Americans with Disabilities Act (ADA), bicycle lanes, bus facility improvements, surface parking, and station upgrades. Sound Transit is reviewing this project under the State Environmental Policy Act (SEPA). The environmental review evaluates project impacts along with potential measures to avoid, reduce, or mitigate those impacts.

The proposed South Tacoma Station access improvements were identified through an alternatives analysis conducted in 2021 for the project (Sound Transit 2021). The alternatives analysis identified two tiers of projects: those identified as Potential Improvements (herein titled Priority 1 projects) and those identified as Possible Alternates (herein titled Priority 2 projects). Three key criteria were used to identify Priority 1 and Priority 2 projects. These criteria were:

- Improves connections for underserved communities
- Addresses a substantial travel barrier
- Located within proximity of the station

For the purposes of this environmental analysis, all Priority 1 and Priority 2 projects are included in this SEPA Environmental Checklist and environmental review.

SUMMARY OF ENVIRONMENTAL ELEMENTS

Earth

The project area is essentially flat with very little elevation gain. Similarly, soils in the area are uniformly composed of Urban land-Alderwood complex. The soils are very resistant to erosion and are stable. The project area does not have seismic, landslide, steep slope, or erosion hazard zones and is conducive to urban development. Project-designated Best Management Practices (BMPs) for erosion control would result in minimal or no issues related to erosion during construction. Several improvements that would likely disturb more than 1 acre include the South End Recreation & Adventure (SERA) Campus parking lot expansion, and the S Adams Street, S 58th Street, and S Pine Street Connections. A National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit and a Stormwater Pollution Prevention Plan (SWPPP) would be required from the Washington State Department of Ecology (Ecology).

Air

Construction activities would result in short-term emissions such as dust from soil disturbance and vehicle exhaust from construction vehicles and equipment (e.g., carbon monoxide, sulfur dioxide, nitrogen oxide, and particulates). The improvements would occur over five years, and individual improvements would have very short-term and localized effects that are unlikely to notably impact air quality. There may be some temporary (approximately one to two hours) odor

impacts at adjacent properties related to paving the new surface parking lot and replacing pavement for bicycle lanes and other improvements within existing roadway surfaces. Some greenhouse gases and mobile source air toxics would result from use of vehicles during the construction and operation phases; however, these would not cause a deterioration in the air quality. The project would support long-term air quality improvements by providing non-motorized access opportunities.

Water

There are two wetlands and no other surface waterbodies identified in the project area. These two wetlands would not be affected by construction or operation of the project. The project would improve the control of stormwater runoff because many of the proposed improvement locations currently have no facilities for stormwater control, and the project would add collection and treatment (infiltration) facilities to the project area. The soils in the project area are conducive to infiltration, and use of this treatment option is a recognized sustainable solution. No hazardous waste would be discharged to surface waters or groundwater, and the project would not affect drainage patterns. The project will not result in placing fill within the 100-year floodplain and thus would not affect the storage capacity of the floodplain.

Plants

The project would be in a heavily urbanized environment, and there are few native plants in the area. A mix of landscaping, noxious weed species, invasive species, shrubs, and trees are located along the project area. The project would comply with street tree permit requirements for trees located within the right-of-way (ROW). The project would replace removed landscaping and proposes adding landscaping for a number of areas, including the parking lot at the SERA Campus.

Animals

There is generally little habitat for animal species because the general project vicinity is highly urbanized, and any existing habitat is fragmented. Thus, the existing habitat generally supports only small mammals, reptiles, and amphibians. There are no listed threatened or endangered wildlife species known to be on or near the project site.

Energy and Natural Resources

The project would require the use of electricity for electric vehicle charging, illumination, signals, rail crossing arms, and station upgrades (i.e., public address and security systems). The project's demand for electricity is not anticipated to adversely affect the supply of electricity and would not affect the potential use of solar energy at the adjacent properties.

Environmental Health – Hazardous Materials

The project would not affect any identified contaminated sites. The project is also located in the area of past contamination from the Asarco Copper Smelter that released arsenic, lead, and other heavy metals; however, South Tacoma and the project area are located in the lowest predicted arsenic concentration area, which is below the threshold for required cleanup.

Although there is potential for inadvertent spills of fuel or other materials to occur during construction or for unknown contamination to be encountered, the contractor would be required to prepare and implement a Spill Prevention, Control and Countermeasure (SPCC) plan and, if fueling is proposed, to conduct any staging in areas that have containment measures in place.

Environmental Health – Noise and Vibration

Construction activities would produce noise and vibration lasting for the duration of construction. Maximum anticipated construction noise levels could reach 88 dBA Lmax (maximum noise level) at the nearest residences during the heaviest periods of construction. However, maximum noise levels are expected to only occur infrequently and for short periods of time, with typical construction noise levels ranging from 70 to 80 decibels (dBA) for 15-minute Leq (equivalent sound level). With the use of recommended noise minimization measures, no adverse noise impacts are anticipated. Construction vibration is not expected to produce any adverse effects because the proposed improvements generally would not be located close to existing structures (usually farther than 50 feet away). Because the project does not propose increased operations, long-term sound and vibration levels are not anticipated to change.

Land and Shoreline Use

Because most of the project improvements would occur within transportation ROW and consist of non-motorized improvements, they generally would result in no change in land use. The SERA Campus shared parking lot adjacent to the existing paved parking area at SERA would be converted to additional permanent parking. There would be no adverse effects on land or shoreline use. The project improvements are consistent with policies in the City of Tacoma's Comprehensive Plan and the Tacoma Mall Neighborhood Subarea Plan, as well as Sound Transit's South Sounder Strategic Development & Implementation Plan (Sound Transit 2020).

Housing

The project would not provide or eliminate any housing units.

Aesthetics

The project would have temporary effects on views during construction that would include construction equipment and vehicles, disturbed areas, and staged materials. The completed project would have no impact on views, and there are no identified sensitive views in the project area. The project improvements generally would have no effect on views because they are mostly pedestrian-level road improvements consistent with the existing roadway environment. Views of the new surface parking area lot expansion at the SERA Campus would be consistent with the views of the existing SERA Campus surface parking.

Light and Glare

There may be some temporary light produced during construction if night work is necessary. The project would install some additional permanent luminaires along several of the project improvements and at the surface parking lot, thereby slightly increasing nighttime light. These luminaires would direct light downward to minimize any glare to drivers on the roads as well as to adjacent properties.

Recreation

The project will add more parking at the SERA Campus, a multi-use trail, sidewalks, and bicycle facilities, which are expected to benefit access to recreation. The project does not adversely affect any existing recreational opportunities.

Historic and Cultural Preservation

The historic and cultural survey identified 10 properties (residences, commercial, and utility properties) that are potentially eligible for listing on federal, state, and local historic registers; one of the properties was recommended eligible for listing (5448-5450 South Tacoma Way). There were no recorded archaeological sites within the project area. A review of previous archaeological surveys conducted near the access improvements (i.e., within 0.25 mile) and the project's archaeological survey (pedestrian survey and shovel probes) revealed no known cultural or archaeological resources present. Therefore, it is anticipated that the project would not affect any historic or cultural resources. If archaeological resources are encountered during construction activities, the project's inadvertent discovery plan would be implemented.

Transportation

The purpose of the project is to improve access to the South Tacoma Station. Although the project would increase trips by approximately 19 additional a.m. peak hour trips and 11 additional p.m. peak hour trips and on the area's roads to access new parking and the improved drop-off/pickup areas, these trips would not change the level of service on the local roads or at the modeled project area intersections. Thus, the project would have no adverse effects on transportation, but rather would have a beneficial effect on non-motorized travel to and from the station.

Public Services

Project construction could require temporary lane closures or detours, which would have the potential to temporarily impact access for emergency vehicles. The contractor would be required to maintain access for emergency vehicles and provide notification of potential lane closures or detours. Following construction, the project would not have long-term impacts to public services.

Utilities

During construction, the project would require electricity and water service. The only utility required for the completed project is electricity for luminaires, signals, and electric vehicle charging stations. This additional demand for electricity would not have an adverse effect on the electrical supply in the project area. The project would also relocate power poles and communication lines and would adjust surface utility features such as maintenance holes, valves, and other elements.

A. BACKGROUND

A 1. Name of proposed project, if applicable:

South Tacoma Station Access Improvements Project (project)

A 2. Name of applicant:

Central Puget Sound Regional Transit Authority (Sound Transit)

A 3. Address and phone number of applicant and contact person:

Lesley Maurer, Senior Environmental Planner
Office of Environmental Affairs and Sustainability
Union Station, 401 S Jackson Street, Seattle, WA 98104-2826
Phone: 206-553-3892

A 4. Date checklist prepared:

January 30, 2024

A 5. Agency requesting checklist:

Sound Transit

A 6. Proposed timing or schedule (including phasing, if applicable):

The Sound Transit Board of Directors would select the projects to be built after completion of the environmental review process. The project is currently scheduled for construction to occur between 2025 and 2030.

A 7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes. The Sound Transit 3 (ST3) Plan (Sound Transit 2016) includes projects to expand the capacity and enhance future Sounder S Line rail service to meet the projected increased demand due to increasing population and employment over the next 25-year period.

A 8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Sound Transit previously prepared plan-level and project-level environmental reviews that address planned regional high-capacity transit improvements, including improvements to Sounder Commuter Rail. The portion of the S Line from Tacoma Dome to Lakewood, including the South Tacoma Station, was included in the Lakewood to Tacoma Commuter Rail EIS (Sound Transit 2002) and the S Line from Seattle to Tacoma Dome was covered in the Tacoma to Seattle Commuter Rail Environmental Assessment (Sound Transit 1998). Sound Transit's regional transit plan was reviewed in the Regional Transit Long Range Plan Update Final Supplemental Environmental Impact Statement (EIS) (Sound Transit 2014).

Also, an internal Hazardous Materials Technical Memorandum was prepared to inform the text of the environmental health section of the SEPA Checklist (Shannon & Wilson 2023).

A 9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no known applications for approvals of other proposals directly affecting the properties covered by the South Tacoma Station Access Improvements Project components.

A 10. List any government approvals or permits that will be needed for your proposal, if known.

- Ecology NPDES Construction Stormwater General Permit
- City of Tacoma permits and approvals related to:
 - Electrical Equipment Installation.
 - Low Voltage Equipment Installation.
 - Building Permits.
 - Demo Permit.
 - Site Development Permit.
 - ROW Use and Barricading.
 - ROW Construction.
 - Work Order.
 - ROW Tree Work.
 - ROW Utility.
 - ROW Occupancy Permit.

A 11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The proposal consists of several individual improvements designed to improve access and connections to and from the South Tacoma Station. Sound Transit proposes to improve access to the South Tacoma Station and surrounding area by improving walking, biking, and bus facilities. Proposed improvements include new and updated sidewalks, ADA-compliant ramps, bicycle lanes, bus facility improvements, surface parking, and station upgrades.

Figure 1 shows the location of the proposed access improvement projects. Each access improvement project has been given a letter and number identification (ID). Figure 2 shows the locations of the improvements by ID. Table 1 summarizes the improvements by type.

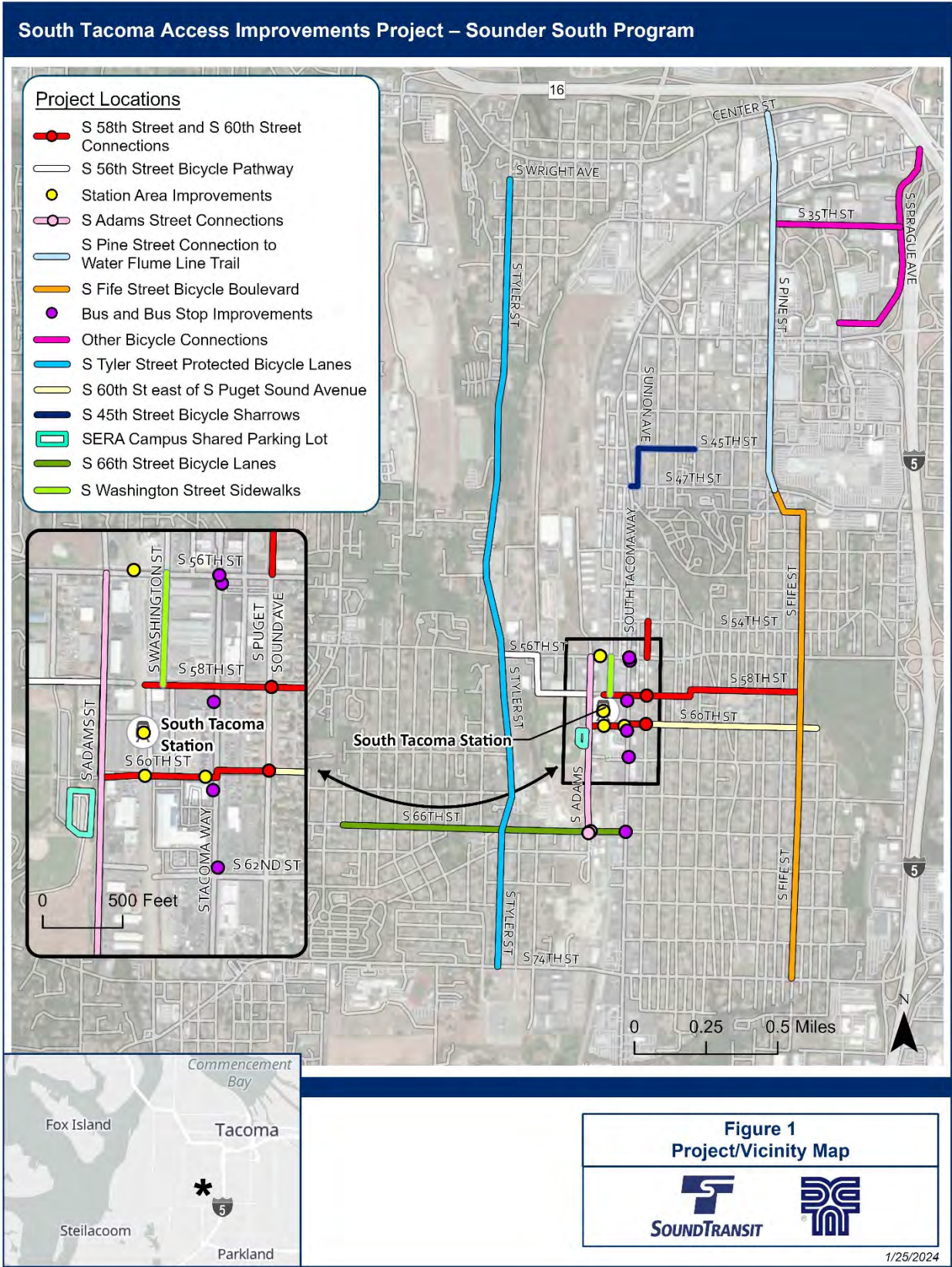


Figure 1 Project/vicinity map

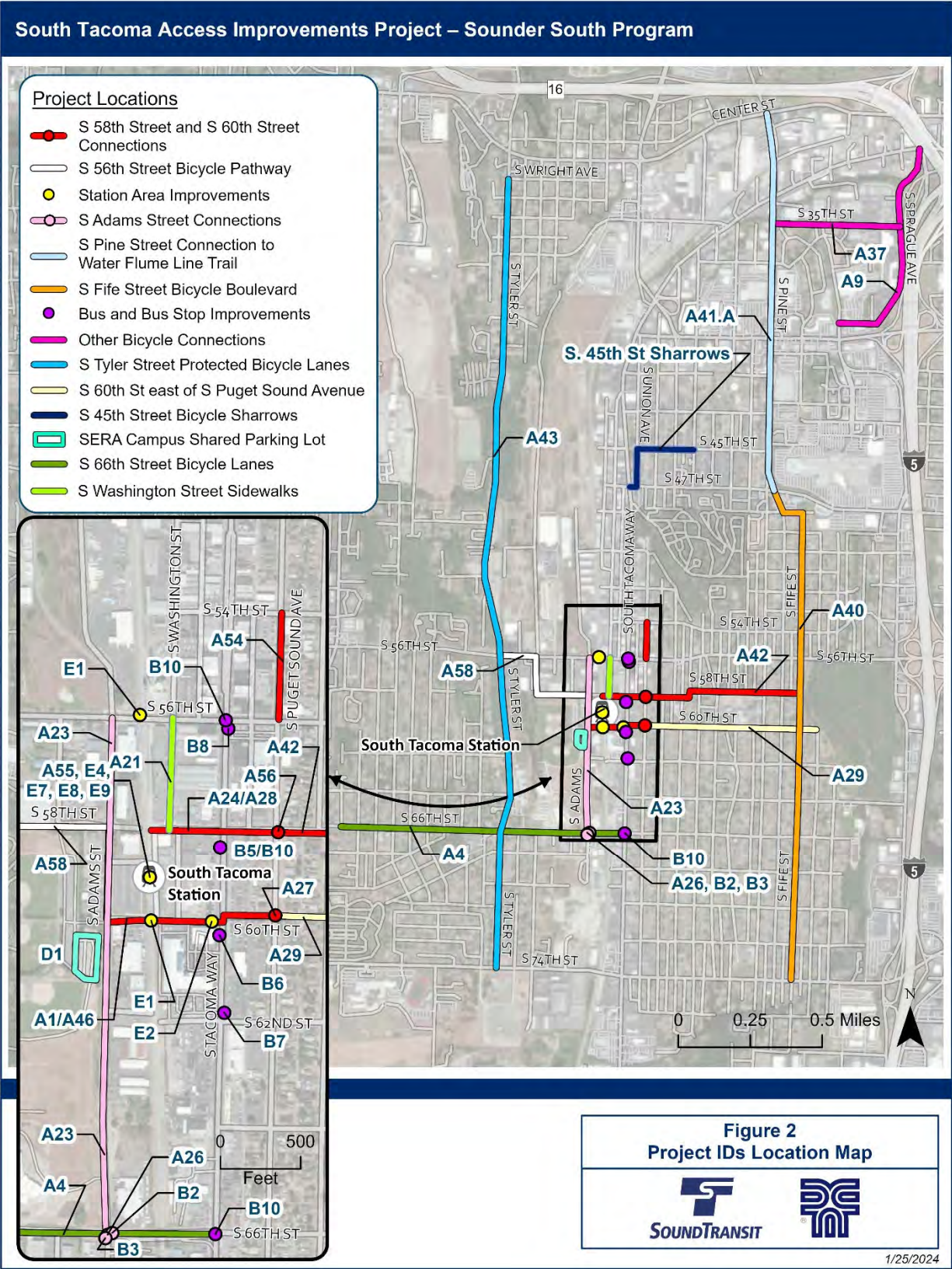


Figure 2 Project IDs location map

Table 1 Summary of improvements

Project IDs	Description / Location	Project Length (feet)	Improve Bicycle Facilities	Improve Pedestrian Facilities	Improve Transit Facilities	Add Lighting	Increase Parking Capacity
S 58th Street and S 60th Street Connections							
A1, A27, A46	S 60th Street Improvements	1,050	✓	✓		✓	
A24, A28, A56	S 58th Street Improvements	450	✓	✓		✓	
A42	S 58th Street Corridor Non-motorized Improvements	2,030	✓	✓			
A54	S Puget Sound Avenue Bicycle Lanes	930	✓				
S 56th Street Bicycle Pathway							
A58	S 56th Street Bicycle Pathway	2,320	✓	✓		✓	
Station Area Improvements							
A48	Station Area Curb Ramp Retrofits	NA ¹		✓			
A55	Station Area Sidewalk Improvements	NA		✓			
E1	Station Area At-grade Rail Crossing Improvements	NA	✓	✓			
E2	Wayfinding	NA	✓	✓	✓		
E4	Public Address System	NA			✓		
E7	Station Shelter Improvements	NA			✓		
E8	Additional Security Camera System	NA			✓		
E9	Station Accessibility Improvements for Sight Impaired	NA		✓	✓		

South Tacoma Station Access Improvements

Project IDs	Description / Location	Project Length (feet)	Improve Bicycle Facilities	Improve Pedestrian Facilities	Improve Transit Facilities	Add Lighting	Increase Parking Capacity
S Adams Street Connections							
A23, A26	S Adams Street Connections	3,200	✓	✓	✓	✓	
B2, B3	S 66th Street/S Adams Street Bus Stop Improvements	NA		✓	✓	✓	
S Pine Street Connection to Water Flume Line Trail							
A41.A	S Pine Street Connection to Water Flume Line Trail	7,000	✓	✓	✓	✓	
S Fife Street Bicycle Boulevard							
A40	S Fife Street Bicycle Boulevard	9,400	✓	✓			
Bus and Bus Stop Improvements							
B5, B6, B7, B8	Bus Stop Improvements at South Tacoma Way intersections with S 56th, S 58th, S 60th, and S 62nd Streets	NA		✓	✓	✓	
B10	Transit Signal Priority	NA			✓		
Other Bicycle Connections							
A9	S Sprague Avenue Bicycle Lanes	4,170	✓				
A37	S 35th Street Bicycle Lanes	2,300	✓				
Other Potential Improvements							
A49	Leading Pedestrian Intervals at Signals	NA		✓			
A50	Bicycle Detection Intersection Upgrades	NA	✓				
E11	Street Lighting Improvements	NA				✓	

Project IDs	Description / Location	Project Length (feet)	Improve Bicycle Facilities	Improve Pedestrian Facilities	Improve Transit Facilities	Add Lighting	Increase Parking Capacity
S Tyler Street Protected Bicycle Lanes							
A43	S Tyler Street Protected Bicycle Lanes	14,600	✓			✓	
S 60th Street East of S Puget Sound Avenue							
A29	S 60th Street East of S Puget Sound Avenue	3,150	✓	✓			
S Washington Street Sidewalks							
A21	S Washington Street Sidewalks	680		✓			
S 45th Street Bicycle Sharrows							
No ID	S 45th Street Bicycle Sharrows	1,630	✓				
SERA Campus Shared Parking Lot							
D1	SERA Campus Shared Parking Lot	NA				✓	✓
S 66th Street Bicycle Lanes							
A4	S 66th Street Bicycle Lanes	11,380	✓				

Note: (1) Not applicable

S 58th Street and S 60th Street Connections (A1, A27, A46, A24, A28, A56, A42, A54)

The improvements proposed within the S 58th Street and S 60th Street corridors would facilitate crossing of South Tacoma Way (a principal arterial) and connect the station to neighborhoods to the east, the Water Flume Line Trail, Edison Elementary School, and Wapato Hills Park. These S 58th Street and S 60th Street improvements also would extend the existing bicycle lanes on S Puget Sound Avenue to include the section between S 54th Street and S 58th Street, connecting into existing bicycle lanes before S 58th Street and would add bicycle detection at the S 56th Street/S Puget Sound Avenue intersection.

The proposed improvements along S 58th Street include the following:

- Provide sidewalk on south side of S 58th Street from the station to South Tacoma Way, upgrade curb ramps, and mark crosswalks.
- Provide protected bicycle lanes on S 58th Street from the station to South Tacoma Way including bicycle and pedestrian priority at the signal on South Tacoma Way.
- Improve bicycle and pedestrian crossings at the S Puget Sound Avenue intersection using striping or other priority treatments and improve the crossing for pedestrians. Includes curb bulb outs and a pedestrian-activated signal.

- Install bicycle pavement markings for sharrows from South Tacoma Way to S Fife Street.
- Improve sidewalks and curb ramps between S Puget Sound Avenue and S Lawrence Street to meet ADA standards.
- Construct sidewalk, curb ramps, and bicycle boulevard improvements from S Lawrence Street to S Fife Street.

The proposed improvements along S 60th Street include the following:

- Construct bicycle facilities on the north side of S 60th Street from S Adams Street to South Tacoma Way that transition to a bicycle boulevard to S Puget Sound Avenue.
- Provide signalization at S 60th Street and South Tacoma Way and restrict traffic on the east leg to right in-right out.
- Upgrade intersection crossing of S 60th Street and S Puget Sound Avenue to include pedestrian and bicycle safety treatments. Includes a pedestrian-activated signal and restricting traffic on the east leg to right in-right out.
- Install curb ramps, gutter, lighting, and sidewalk on the north side of S 60th Street between S Adams Street and South Tacoma Way. Include a crossing at the SERA Campus entrance at S Adams Street and S 60th Street.

S 56th Street Bicycle Pathway (A58)

A bicycle and pedestrian facility would be constructed between S Tyler Street and the South Tacoma Station to allow bicyclists and pedestrians to travel to the west and avoid S 56th Street between the station and S Madison Street. This proposed facility includes:

- An 8-foot-wide shared sidewalk facility on S 56th Street between S Tyler Street and S Madison Street.
- A shared use path on S Madison Street between S 56th Street and the northern boundary of the SERA Campus.
- Continuation of the shared use path along the northern edge of the SERA Campus between S Madison Street and S Adams Street. This path would tie into improvements on S 60th Street connecting S Adams Street and the station.
- New utility poles, luminaires, and new pedestrian-scale lighting between the intersections of S 56th Street/S Madison Street and S 58th Street/S Durango Street.

Station Area Improvements (A48, A55, E1, E2, E4, E7, E8, E9)

The South Tacoma Station area improvements are proposed to enhance access conditions for sight-impaired, non-English-speaking, and disabled persons, as well to support non-motorized access to the station. These station area improvements include the following upgrades to the station:

- Install a public address system.
- Provide additional security cameras with signage notifying that cameras are active and located at the station and in the parking lot.
- Provide accessible wayfinding for sight-impaired persons, including braille for ticketing and tactile strips between platform and drop-off areas on S Washington Street.

- Provide signage for non-English-speaking persons.
- Provide a mini-high platform shelter, so riders with mobility devices can wait closer to where they board the train.
- Improve non-motorized crossings at both at-grade crossings of S 56th Street and S 60th Street by installing sidewalk crossing arms and four-quadrant crossing arms, additional warning signage, and other accessibility improvements.

In addition, ADA-compliant curb ramps would be retrofitted/upgraded at select locations within 0.5 mile of the station. Station area sidewalks, including driveway cuts, would be constructed and improved at select locations within 0.5 mile of the station.

Wayfinding would be improved for traffic from the northeast to the station (via South Tacoma Way or via S Washington Street), from the northwest, and from the south (for drop-off rather than parking). Wayfinding would also be provided for non-motorized users from South Tacoma Way.

S Adams Street Connections (A23, A26, B2, B3)

Sidewalk and crossing improvements would be constructed on S Adams Street between S 56th Street and S 66th Street. The following improvements were developed for this corridor:

- Complete the sidewalks on both sides of S Adams Street from S 66th Street to S 56th Street. The section of new sidewalk construction on the west side of S Adams Street from S 66th Street to the northern driveway of the southern SERA Campus parking lot would remain as is.
- Between S 66th Street and the southern SERA Campus parking lot, add a two-way bicycle lane in the street on the west side of S Adams Street. North of the southern SERA Campus parking lot, a shared use path would be constructed within Metro Parks and City of Tacoma ROW.
- Upgrade crosswalks and ADA ramps at the intersection of S Adams Street/S 60th Street, utilizing both Metro Parks and City of Tacoma ROW to accommodate the improvements, and remove existing on-street parking in limited areas.
- Provide a signalized pedestrian crossing of S 66th Street at S Adams Street to facilitate transit access and bicycle connectivity, stripe crosswalks, and upgrade ADA ramps.
- At the intersection of S Adams Street/S 66th Street, provide improved passenger amenities, including shelter, pedestrian-scale lighting, and a bench.

S Pine Street Connection to Water Flume Line Trail (A41.A)

S Pine Street provides a north-south connection between the South Tacoma Station area and the employment center near Tacoma Mall. This access improvement project would construct bicycle lanes on S Pine Street from S Center Street to S 47th Street by removing through or turn lanes. S Pine Street turns into S Oakes Street approaching S 47th Street. The following improvements are proposed:

- Addition of a pedestrian-activated signal on S Pine Street/S 42nd Street.
- Shared-use path from S 47th Street to S 45th Street.
- Channelization modification from northbound S Pine Street to eastbound S 45th Street.

- Grading or construction of retaining wall on southeast corner of S Pine Street/S 45th Street.
- Signal modifications to allow for modifications to channelization.
- Floating bus stops (located between the vehicle travel lane and the bicycle lane).
- ADA curb ramp replacements.

S Fife Street Bicycle Boulevard (A40)

The project would include a bicycle boulevard on S Fife Street from S 48th Street to S 74th Street. Bicycle boulevards are streets with low traffic volumes and speeds, designated and designed to give bicycles travel priority. This improvement would include speed humps, plastic sharrow symbols, etc. to reduce traffic speeds and make motorists more aware of bicyclists. At the north end, the bicycle boulevard would turn west onto S 48th Street for two blocks to S Oakes Street.

The S Fife Street bicycle boulevard would include a pedestrian signal at S 56th Street and vehicle turn restrictions to safely support movement of bicyclists and pedestrians across the S 56th Street arterial. The project also includes ADA ramp improvements at 62nd Street, 68th Street, and 72nd Street.

Bus and Bus Stop Improvements (B5, B6, B7, B8, B10)

Pierce Transit Route 3 runs on South Tacoma Way from the Lakewood Transit Center and extends north through the project area and would serve the access improvements.

The project would provide improved passenger amenities, such as a shelter, bench, and pedestrian-scale lighting at the South Tacoma Way intersections with S 56th, S 58th, and S 62nd streets. Intersection improvements along South Tacoma Way may also include transit signal priority at intersections along South Tacoma Way (S 56th Street, S 58th Street, and S 66th Street).

Other Bicycle Connections (A9, A37)

The project includes bicycle improvements along the following corridors:

- S Sprague Avenue Bicycle Lanes – The project would construct bicycle lanes on S 37th Street/S Sprague Avenue from South Tacoma Way to S Steele Street to provide a connection to the non-motorized crossing of Interstate 5 (I-5) at S 37th Street. (The nearest I-5 crossings for bicycles and pedestrians are 0.5 mile to the north or south, and those crossings do not provide separation for bicyclists and pedestrians from vehicles.)
- S 35th Street Bicycle Lanes – The project would construct bicycle lanes on S 35th Street between S Pine Street and S Sprague Avenue connecting S Sprague Avenue and the S 37th Street crossing to the improved north-south S Pine Street corridor bicycle lanes.

Other Potential Improvements (A49, A50, E11)

Other potential project improvements include the following:

- Leading Pedestrian Intervals (LPIs) at Signals – Upgrade signals to include LPIs at existing signalized intersections within 0.25 mile of the station; include accessible pedestrian signals and no right turn on red (static or actuated signage). LPIs work by

turning on the walk signal 3 seconds to 7 seconds before drivers get a green light, which provides pedestrians a head start, making them more visible to drivers.

- Bicycle Detection Intersection Upgrades – Include bicycle detection at select intersections along existing bicycle routes within 0.25 mile of station.
- Street Lighting Improvements – Install street lighting on priority roadways within 0.25 mile of the station.

S Tyler Street Protected Bicycle Lanes (A43)

S Tyler Street serves as a primary north-south bicycle route adjacent to the station, to the north. This project improvement would add protection to existing bicycle lanes from S 74th Street to S Wright Avenue by removing turn or through lanes, or on-street parking. Signal upgrades would also occur at S 74th Street, S 56th Street and S 36th Street.

S 60th Street East of S Puget Sound Avenue (A29)

The area east of S Puget Sound Avenue and bounded by S 56th Street, S Wapato Street, and S 66th Street includes approximately 0.5 square mile of residences and includes Edison Elementary School, Wapato Hills Park, and the Water Flume Line Trail. This improvement would add sidewalks and bicycle boulevard treatments on S 60th Street between S Puget Sound Avenue and S Prospect Street, providing for a non-motorized connection from this area to and from the South Tacoma Station.

S Washington Street Sidewalks (A21)

This improvement would construct sidewalks on the western side of S Washington Street between S 56th Street and S 58th Street, connecting the station to the area to the north.

S 45th Street Bicycle Sharrows (no ID)

Bicycle sharrows would be added to S 45th Street from S Union Avenue to S Lawrence Street and would extend along S Union Avenue to connect to the intersection of Water Flume Line Trail/S 47th Street/South Tacoma Way. Sharrows, or shared lane markings, are street marking symbols installed in a vehicle travel lane to indicate where people should preferably cycle.

SERA Campus Shared Parking Lot (D1)

Improvements to existing parking at the Metro Parks Tacoma SERA Campus park complex would include expanding the existing paved SERA Campus parking lot, located west of the South Tacoma Station, by up to an additional 50 parking stalls and making improvements to parking, including parking management, to allow for shared parking for transit and recreation. The lot would include pedestrian-accessible connecting routes to the new shared use path adjacent to S Adams Street and S 60th Street, electric vehicle charging stations, and illumination internal to the parking lot.

S 66th Street Bicycle Lanes (A4)

This improvement project would add protected bicycle lanes and upgrade existing bicycle lanes to protected bicycle lanes on S 66th Street from S Orchard Street to S Puget Sound Avenue.

A 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The address of the South Tacoma Station is 5650 S Washington Street, Tacoma, Washington 98409. Figure 1 shows the location of the proposed access improvement projects, which are located throughout the South Tacoma Station area. Figure 2 shows the project locations by ID.

B. ENVIRONMENTAL ELEMENTS

B 1. Earth

B 1 a. General description of the site:

Flat, rolling, hilly, steep slopes, mountainous, other _____

B 1 b. What is the steepest slope on the site (approximate percent slope)?

The project area is essentially flat, with elevations ranging from approximately 230 feet to 370 feet above sea level across the entire project area. Slopes generally range from 0% to 40%.

B 1 c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

U.S. Department of Agriculture Web Soil Survey (USDA 2023) reports that the following soil types exist within the project area:

- Urban land, 0% to 5% slopes.
- Urban land-Alderwood complex, 5% to 12% slopes.

The soil types in the project area are not considered prime agricultural soils because the area is urbanized, and there is no agricultural land of long-term commercial significance in the area.

B 1 d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

The following City of Tacoma Geographic Information System (GIS) maps (Tacoma 2023) were reviewed for history of unstable soils in the immediate project vicinity:

- **Steep Slopes (2023):** Steep slopes greater than 40% are located in several places throughout the project area, including adjacent to S Tyler Street, adjacent to S Sprague Avenue west of I-5, and along the west side of the SERA Campus. It is expected that none of these slopes would be affected by the proposed project.
- **Landslide Hazard Areas (2023):** No areas of landslide hazard are mapped within the proposed project area.
- **Liquefaction Susceptibility (2023):** Areas encompassing the proposed project area are mapped as having very low liquefaction susceptibility.

B 1 e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Clearing, grading, excavation, and fill would occur to achieve the proposed grades necessary for development of some of the proposed project facilities, such as the parking facilities adjacent to the SERA Campus Shared Parking Lot (D1), and other improvements to install sidewalks, landscaping, and underground utilities. It is estimated that these projects would have balanced cut and fill. Approximately 11,500 cubic yards of excavation and 11,000 cubic yards of fill would

be required if all the access improvement projects are implemented. It is anticipated that structural fill material would be obtained from a local aggregate supplier.

B 1 f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Construction would involve ground disturbance, which can expose soils susceptible to erosion and potentially affect off-site areas and stormwater. The areas of disturbance generally would be limited in size and number; therefore, the potential for erosion is minor. Project construction would follow standard erosion control procedures to minimize this ground disturbance or to avoid potential erosion impacts (see B1.h below).

B 1 g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The access improvements generally would occur over existing impervious surfaces except for the following locations, which include various new surfaces including pavement and sidewalk:

- S Adams Street.
- SERA Campus Shared Parking Lot.
- S 56th Street.
- S 58th Street.
- S 60th Street.
- S Pine Street.

The total new impervious area for all improvements combined is estimated to range from approximately 92,000 square feet to 128,000 square feet, depending on the specific design options selected. Some of these areas, such as the SERA Campus Shared Parking Lot (D1) are already composed of compacted and disturbed gravel surfaces. Overall, after construction, the project would be 95% covered with impervious surface, and the remaining 5% would be mostly landscaping.

B 1 h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

The project would develop and implement a temporary erosion and sediment control (TESC) plan to reduce or control erosion or other impacts to the earth. The TESC plan would include the use of BMPs in compliance with the Ecology's Stormwater Management Manual for Western Washington and the current City of Tacoma Stormwater Management Manual, and could include all or a combination of the following:

Stabilization BMPs may include:

- Hydroseed disturbed ground.
- Mulch the ground with straw or wood chips.
- Cover stockpiled soil with plastic.
- Cover disturbed soils during wet weather (if uncovered for more than two days if not being worked).
- Keep staging and travel areas clear of dirt.

- Preserve and minimize removal of natural vegetation.

Structural BMPs may include:

- Install silt fencing around disturbed areas.
- Channel runoff through temporary drainage swales to minimize runoff concentration from exposed areas.
- Install rock check dams, straw bale barriers, or sediment traps to reduce runoff velocity.
- Install rock pad construction entrances.
- Install truck wheel wash pads as necessary.
- Inspect facilities at regular intervals.

The improvements that would potentially disturb more than 1 acre include the S Adams Street Connections, the SERA Campus Shared Parking Lot, S Pine Street Connection to Water Flume Line Trail, and S 58th Street Connections; an NPDES Construction Stormwater General Permit would be required from Ecology for these improvements. In addition to following an approved TESC plan, the contractor would be monitored by Ecology under the NPDES Stormwater Construction General Permit. As part of the NPDES permit requirements, the contractor is required to prepare and implement a SWPPP for the project and to keep a copy of it on-site for reference.

The SWPPP includes objectives to implement BMPs to minimize erosion and sediments from rainfall runoff at construction sites and to identify, reduce, eliminate, or prevent the pollution of stormwater; prevent violations of surface water quality, groundwater quality, or sediment management standards; and prevent adverse water quality impacts during construction by controlling peak rates and volumes of stormwater runoff at the permittee's outfall and discharge locations.

B 2. Air

B 2 a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Construction activities and associated vehicles and equipment produce a variety of air emissions lasting for the duration of construction. One of the main air emissions is the generation of fugitive dust from earth disturbance. Land clearing, grading, and excavation would disturb the ground, particularly for the shared use path and the SERA Campus Shared Parking Lot. Once soil is disturbed, wind can pick up and carry particles off-site, causing impacts to the environment and human health. Dust can also be caused by the movement of soil to and from the construction site, particularly if truck loads are not covered. Dust increases the levels of particulate matter in the form of PM_{2.5} and PM₁₀ in the atmosphere. Other air emissions resulting from construction vehicle and equipment exhaust include carbon monoxide (CO), carbon dioxide, sulfur dioxide, nitrogen oxide, and particulate matter. These emissions constitute greenhouse gases (GHGs).

The project would produce temporary odor emissions that would be detectable at surrounding land uses as a result of the asphalt paving that would occur. Asphalt paving produces a strong odor caused by the presence of aromatic hydrocarbons (i.e., volatile organic compounds or VOCs) in the asphalt. The VOCs evaporate easily, especially when the asphalt is heated, resulting in the strong odor. Once the asphalt cools, it stops releasing fumes and the odor

dissipates, typically approximately an hour after paving is completed. Temporary exposure to these VOCs is not anticipated to cause a health hazard, but they instead may cause a short-term nuisance.

During use of the proposed SERA Campus Shared Parking Lot, passenger vehicles would also produce GHGs. The project would generate a total of 19 trips in the a.m. peak hour and 11 trips in the p.m. peak hour per day to and from the expanded parking lot, as well as miscellaneous drop-off trips. An estimate of the GHGs produced during operations is approximately 533 metric tons of carbon dioxide. This estimate is based on 60,000 gallons of gasoline used for 50 round trips of 50 miles each over 365 days with an average of 15 gallons of gas used per mile (EPA 2023). Thus, the total GHGs produced as a result of the access improvements are anticipated to be well below the 10,000-metric-ton recommended limit for a qualitative GHG analysis (Ecology 2023a). Therefore, no further review or evaluation of GHGs was conducted for this project.

Vehicles also emit a number of mobile source air toxics (MSATs), which are hazardous air pollutants emitted from the incomplete combustion of fuel. These include compounds such as benzene, formaldehyde, acetaldehyde, and 1,3-butadiene, which are known to cause or are suspected of causing cancer. Because the project would not result in any meaningful change in the vehicle mix or volumes, and most of the individual improvement projects focus on non-motorized travel, the project is considered exempt from analysis for MSATs. The project would also help to reduce vehicle miles travelled in the project area, because the proposed improvements would encourage more people to use transit and non-motorized travel options.

The project area is designated by the U.S. Environmental Protection Agency as a maintenance air quality area for CO, PM_{2.5}, and ozone. Certain projects (i.e., regionally significant projects), if not included in the Statewide Transportation Improvement Plan, must undergo a transportation conformity analysis if certain criteria are met. Pedestrian and bicycle facilities are exempt from this analysis. As defined by the state conformity rule:

[A] regionally significant project (other than an exempt project) is one that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc. or transportation terminals as well as the terminal themselves), and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel (40 Code of Federal Regulations Part 93.101).

As described above, the pedestrian and bicycle improvements are exempt. The remaining improvements (other than pedestrian and bicycle facilities) do not meet the definition of a regionally significant project (because they would not normally be included in the modeling of the transportation network) and therefore do not require a transportation conformity analysis.

B 2 b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no off-site sources of emissions or odor that would affect the project.

B 2 c. Proposed measures to reduce or control emissions or other impacts to air, if any:

The Puget Sound Clean Air Agency is responsible for enforcing air quality regulations in the Puget Sound region and has developed fugitive dust regulations, which are contained in Section 9.15 of

Regulation 1. To reduce emissions during construction, the contractor could implement a number of potential measures; the contractor would implement these measures as appropriate (generally the measures listed in the SEPA Environmental Checklist are incorporated into permit approvals that require the contractor to implement them). The following construction BMPs would be considered:

- Spray exposed soil with water or other suppressants to reduce fugitive dust emissions and deposition of particulate matter, when necessary.
- Limit dust emissions during transport of fill material or topsoil by covering the load, by wetting down, or by ensuring adequate freeboard on trucks.
- Promptly cleanup spills from transported material on public roads by frequent use of a street sweeper machine.
- Schedule work tasks to minimize disruption of the existing vehicle traffic on streets in the vicinity of the proposed project.
- Maintain all construction machinery engines in good mechanical condition to minimize exhaust emissions.
- Use phased development, when feasible, to keep disturbed areas to a minimum.
- Use stabilized construction entrances to minimize tracking of dirt onto paved surfaces.
- Where feasible, locate construction equipment and truck staging areas away from sensitive receptors and in consideration of potential effects on other resources.
- Where feasible, provide wheel washers to remove particulate matter that would otherwise be carried off-site by vehicles to decrease deposition of particulate matter on area roadways.
- Reduce idling time of equipment and vehicles and use newer construction equipment or equip with add-on emission control.
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.
- Minimize odors on-site by covering loads of hot asphalt, when practical.

Project operations are not anticipated to cause any new air quality impacts or worsen the ambient air quality in the area and would not cause any exceedances of the National Ambient Air Quality Standards. The project would result in improved transit service and operations for non-motorized travel. These improvements are anticipated to reduce single-occupancy vehicle use, which would reduce air emissions; therefore, no mitigating measures are proposed.

B 3. Water

B 3 a. Surface Water

B 3 a (1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

At the SERA Campus, there are two wetland units (Wetlands A and B) on parcel number 3270000072 on the corner of S 66th Street and S Adams Street (see Figure 3). David Evans and Associates, Inc. field staff delineated and rated these Type IV wetlands on April 20, 2023. Both wetland units have a 50-foot buffer in accordance with City of Tacoma Municipal Code (TMC) 13.11.320. Wetland B has less than 50 feet of functional buffer to the south because of the proximity of S 66th Street. The larger of the two wetland units appeared to be used as a stormwater pond. The smaller of the two wetland units, Wetland B, appeared to be used as an

overflow facility for the larger wetland/stormwater pond unit. Hydrology in both wetlands appears to be supported by a combination of stormwater and groundwater. There is no documentation in City of Tacoma utility GIS data that indicates a connection from Wetland B to the stormwater pipe that carries Flett Creek; however, there is a visible outlet to Wetland B, and it is possible that there is a connection to the Flett Creek pipe that is undocumented and unmapped.

No other sources of surface water are present in proposed access improvement areas. Flett Creek is located within a 72-inch stormwater pipe where data shows it to be adjacent to and within the SERA Campus. The National Wetland Inventory mapped wetland shown south of S 66th Street (see Figure 3) was not located during the field investigation because it is in an area that has been fully developed.

B 3 a (2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Proposed bus stop, crosswalk, and bicycle pathway improvements along S 66th Street (A4, A26, B2, and B3) would be adjacent to (approximately 100 feet from) the previously described wetlands, outside of the City of Tacoma 50-foot wetland buffer area.

B 3 a (3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

The proposed access improvements would not involve filling or dredging any material in surface water or wetlands.

B 3 a (4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No, the proposed project would not require surface water withdrawals or diversions.

B 3 a (5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

None of the project improvements lie within a 100-year floodplain (aka Zone A 1% chance flooding) per Federal Emergency Management Agency Flood Insurance Rate Maps (FEMA 2023) (see Figure 4).

There is a mapped Zone A (1% chance of flooding) flood hazard zone just north of S 56th Street where bicycle improvements are proposed. However, the proposed improvement and work zone is located outside of the mapped floodplain.

B 3 a (6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No, the proposed project would not involve any discharges of waste materials to surface waters.

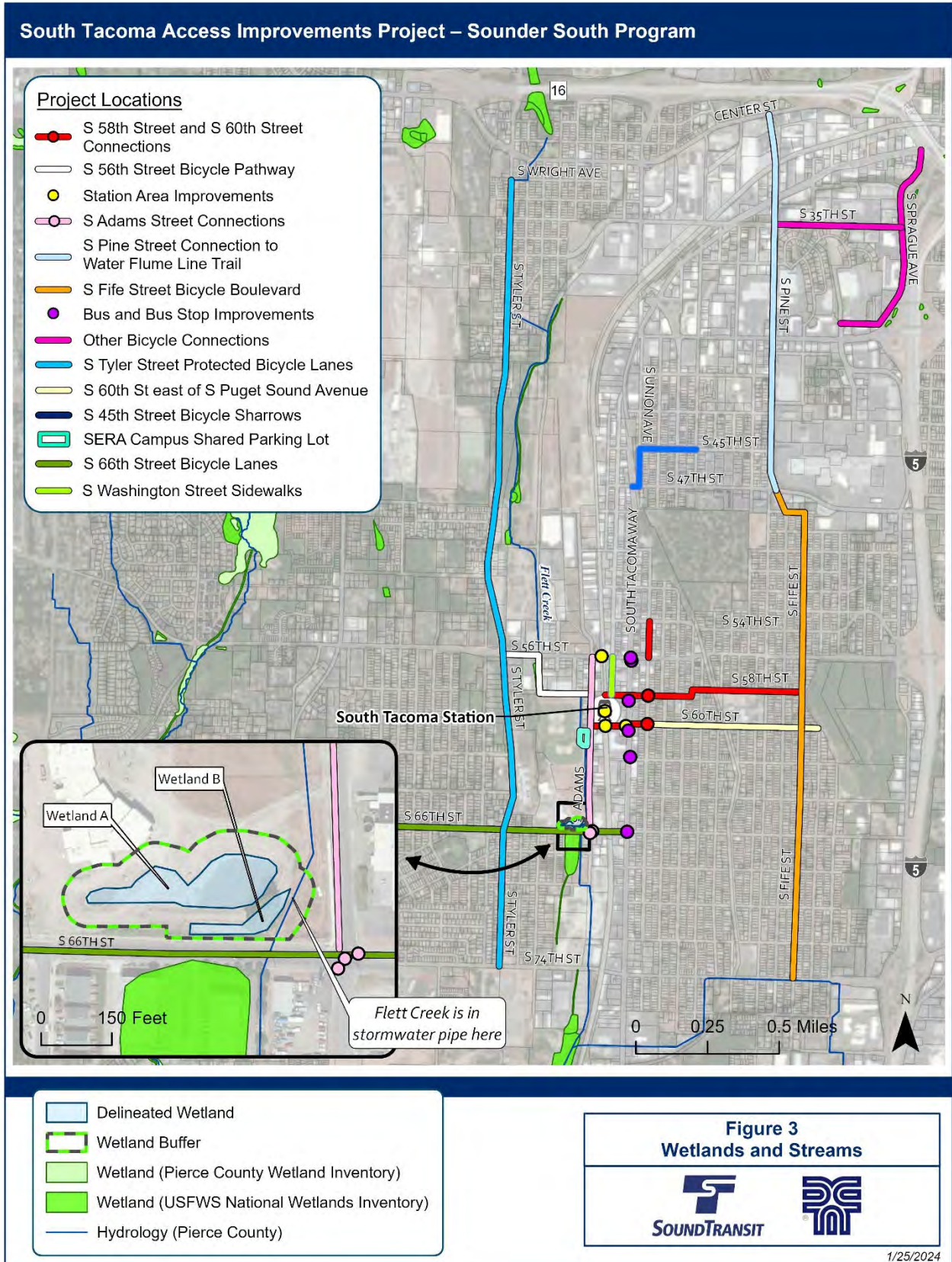


Figure 3 Wetlands and streams

South Tacoma Access Improvements Project – Sounder South Program

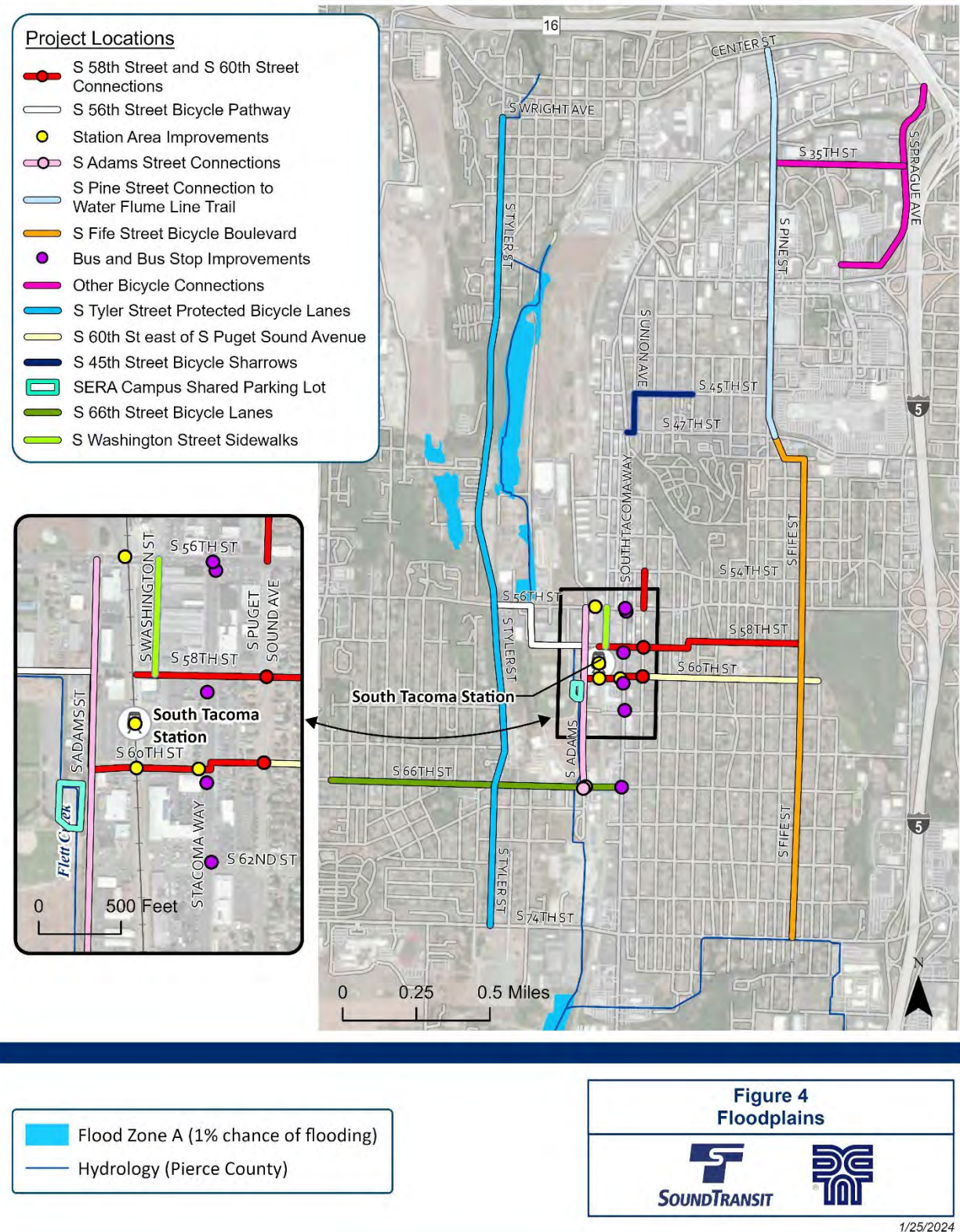


Figure 4 Floodplains

B 3 b. Ground Water:

B 3 b (1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No, the proposed project would not withdraw groundwater from a well for any purpose. The project vicinity lies above the Central Pierce County Aquifer (Tacoma 2023). The project improvements are not expected to affect groundwater.

B 3 b (2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Waste material from the proposed project would not be discharged into the ground from septic tanks or other sources.

B 3 c. Water runoff (including stormwater):

B 3 c (1) Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Rainfall and resulting stormwater are the source of water runoff. During construction, the contractor would employ BMPs to control stormwater (see B1.h below). Currently, there is an incomplete system of stormwater collection in the project area. Much of the existing public ROW has curb, gutters, and catch basins to collect stormwater, and there are some infiltration trenches. Other roadways have a gravel shoulder with ditches, but some areas do not have any existing stormwater treatment or collection that meets City of Tacoma standards. Approximately half of the proposed project improvements would construct additional stormwater collection for sites that trigger the City of Tacoma's requirements for runoff treatment and flow control. Stormwater would be treated and collected as required per Tacoma Stormwater Management Manual. New catch basins and storm drainage pipes would be installed to collect stormwater where new curbs are installed, thus preventing sheet flow off the roadway from occurring. Stormwater treatment would occur for specific improvement project locations if required; treatment options include bioretention, infiltration, and Cartridge filter vaults depending on site constraints.

B 3 c (2) Could waste materials enter ground or surface waters? If so, generally describe.

No, it is unlikely that any waste materials associated with the project would enter ground or surface waters. All runoff associated with the impervious surfaces of the project would be collected and treated in accordance with City of Tacoma requirements for water quality. During construction, the contractor would use available and reasonable source control BMPs, as described above in response to Question B.1.h, to prevent spills from reaching storm drains or water bodies.

B 3 c (3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No, the proposal would not alter or affect drainage patterns in the vicinity of the site. The improvements would be designed to meet the requirements of Ecology's Stormwater Management Manual for Western Washington and the City of Tacoma's current Stormwater Management Manual.

B 3 d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

The project would control stormwater flow and provide treatment as required by the City of Tacoma. Therefore, there would not be impacts caused by runoff water from the project site. There are no existing surface waters on the project site; therefore, no surface waters would be impacted. As a result, no measures to reduce or control impacts to surface water are proposed. The project would not impact groundwater; therefore, no measures to reduce or control impacts to groundwater are proposed.

There is a potential that project construction activities could impact water from accidental spills (e.g., fueling operations during construction) and erosion and sedimentation. Measures to reduce these potential construction impacts are described above in Section B.1.h.

B 4. Plants

B 4 a. Check the types of vegetation found on the site:

- ☒ deciduous tree: alder, maple, aspen, other
- ☒ evergreen tree: fir, cedar, pine, other
- ☒ shrubs
- ☒ grass
- ☐ pasture
- ☐ crop or grain
- ☐ orchards, vineyards or other permanent crops.
- ☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☒ other types of vegetation: ornamental landscaping vegetation

B 4 b. What kind and amount of vegetation will be removed or altered?

Various vegetation types are found along the project area including emergent, shrub, and forested species. The project improvements are located in a heavily developed urban setting with patches of vegetation mostly located in road edges. Some landscaping and weed species would be removed during construction. The two improvements with the most impacts to vegetation are:

- The shared use path proposed along the west side of S Adams Street that follows the east edge of the SERA Campus, then west along the north edge of the SERA Campus,

then north into an unopened road ROW that connects to S 56th Street would impact approximately 37,000 square feet of vegetation, including trees, shrubs, grass, and weeds. This improvement has the potential to remove up to 25 conifer and deciduous trees, depending on final design and the avoidance measures implemented. Many of the grass and shrub areas are dominated by nonnative and/or invasive species including Himalayan blackberry (*Rubus armeniacus*) and Scotch broom (*Cytisus scoparius*). Trees include a mix of deciduous street trees (mostly along the eastern edge of the SERA Campus), and some conifers such as western red cedar (*Thuja plicata*) and pine (*Pinus* sp.), as well as scattered black cottonwood (*Populus balsamifera*).

- The improvements along S Pine Street would include filling in several gaps in the existing sidewalk system. Some of these areas are currently vegetated with mostly grass and weeds. Approximately 10,000 square feet of this vegetation would be affected along S Pine Street.

Smaller areas of vegetation consisting of disturbed grass and weeds would be removed at two other locations:

- Approximately 500 square feet of grass and weeds would be removed at the S Union Avenue/S 45th Street improvements.
- Approximately 500 square feet of highly disturbed grass and weeds would be disturbed at the proposed SERA Campus Shared Parking Lot.

B 4 c. List threatened and endangered species known to be on or near the site.

The U.S. Fish and Wildlife Service Information for Planning and Consultation (referred to as IPaC) tool reports that areas within Pierce County may have suitable habitat to host listed vegetation species of golden paintbrush (*Castilleja levisecta*; Federally Threatened) and marsh sandwort (*Arenaria paludicola*; Federally Endangered), but no observations of these species have been recorded within the proposed project vicinity (USFWS 2023).

B 4 d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The proposed landscaping would use native vegetation plantings as much as practical, and the landscaping would be designed to meet the City of Tacoma's landscaping standards (TMC 13.06.090.B.) and to use Sound Transit's Standard Plant List (Sound Transit Requirements Manual – Set 802 – Landscaping) (Sound Transit 2023b). Landscaping is proposed for S Adams Street, the expanded SERA Campus Shared Parking Lot, S Washington Street, South Tacoma Way, and S Pine Street as well as near bus shelters or other locations where the existing landscaping would be removed and would need to be replaced as applicable. As discussed above, some tree impacts are possible at the SERA Campus. These impacts would be minimized during final design where possible. Proposed landscaping around the new parking lot and elsewhere would be determined during final design and is anticipated to include trees.

B 4 e. List all noxious weeds and invasive species known to be on or near the site.

A wide variety of noxious weeds and invasive species may be present on the project site due to its urbanized setting. Common noxious plant species known to be on or near the site include Himalayan blackberry (Class C Noxious Weed) and Japanese knotweed (*Reynoutria japonica*; Class C Noxious Weed), both of which were observed on-site during a critical areas delineation site visit conducted on April 20, 2023 (Washington Noxious Weed Control Board 2021).

B 5. Animals

B 5 a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Urban dwelling animals that have adapted to humans may be present in the upland project area such as common raccoon (*Procyon lotor*), Douglas and eastern gray squirrel (*Tamiasciurus douglasii* and *Sciurus carolinensis*), eastern cottontail rabbit (*Sylvilagus floridanus*), opossum (*Didelphis marsupialis*), coyote (*Canis latrans*), and other small mammals (e.g., rats, mice, and voles), as well as domesticated dogs and cats. Herpetofauna species that may occur in the area particularly near wetlands and in fragmented areas of suitable habitat include common, northwestern, and western garter snake (*Thamnophis sirtalis*, *T. ordinoides*, and *T. elegans*); long-toed and northwestern salamander (*Ambystoma macrodactylum* and *A. gracile*); pacific tree frog (*Pseudacris regilla*); red-legged frog (*Rana draytonii*); western fence lizard (*Sceloporus occidentalis*); painted turtle (*Chrysemys picta*); red-eared slider (*Trachemys scripta elegans*); and northern alligator lizard (*Elgaria coerulea*).

Both coastal and inland birds are located in the area due to the project's proximity to the Puget Sound. Western Washington encompasses part of the Pacific Flyway, which is used by a large number of migratory bird species. Songbird species observed or likely to occur in the area include sparrows (house, song, and white-crowned sparrow) (*Passer domesticus*, *Melospiza melodia*, and *Zonotrichia leucophrys*), dark-eyed junco (*Junco hyemalis*), American crow (*Corvus brachyrhynchos*), northern flicker (*Colaptes auratus*), American robin (*Turdus migratorius*), and black-capped chickadee (*Poecile atricapillus*). Raptor bird species may include bald eagle (*Haliaeetus leucocephalus*), red-tailed hawk (*Buteo jamaicensis*), and osprey (*Pandion haliaetus*). Waterfowl bird species may include Canada geese (*Branta canadensis*), common gull (*Larus canus*), mallard (*Anas platyrhynchos*), bufflehead duck (*Bucephala albeola*), and common goldeneye (*Bucephala clangula*).

B 5 b. List any threatened and endangered species known to be on or near the site.

Threatened and endangered species were not observed on or near the site. It is unlikely that there are any threatened or endangered fish, bird, or animal species in the project vicinity, because there is no suitable habitat present to support these species within the proposed project vicinity.

B 5 c. Is the site part of a migration route? If so, explain.

Western Washington, including the City of Tacoma where the proposed project vicinity is, encompasses part of the Pacific Flyway migratory bird route (USGS 2023). None of the streams in the project area provide fish habitat or a migration route.

B 5 d. Proposed measures to preserve or enhance wildlife, if any:

Vegetation removal would be minimized to the maximum extent possible considering the project design. Landscaping would be planted in several areas of the project that would provide habitat for some birds and small mammals. Mitigation for tree removal on the SERA property would be negotiated with Metro Parks.

B 5 e. List any invasive animal species known to be on or near the site.

There are no invasive animal species known to be on or near the project site, although presence of the eastern gray squirrel and house sparrow, which are considered invasive species, is possible.

B 6. Energy and Natural Resources

B 6 a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity would be used primarily for lighting, the public address system at the station, and signals/signage.

B 6 b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No, the project would not affect the potential use of solar energy by adjacent properties.

B 6 c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Sound Transit evaluates opportunities for sustainable design measures for the access improvements on property owned by Sound Transit. Sound Transit sustainable design measures would apply only to improvements at the existing station, which include providing a mini-high shelter, installing crossing arms, additional signage, and security measures.

Some of the sustainability measures that would be considered during the design process could include incorporating recycled materials into construction (including concrete and aggregate), implementing erosion and sediment control measures during construction, maintaining native vegetation to the maximum extent feasible, using plants that are drought resistant and low maintenance, reducing import and export of excavated soils from the project sites, and providing dedicated areas for storage and collection of recyclables. Project improvements located outside Sound Transit-owned property and elsewhere would be informed by sustainability guidance in the City of Tacoma 2030 Climate Action Plan (Tacoma 2021) as appropriate.

The project would result in improved transit service and operations for non-motorized travel. These improvements have the potential to reduce single-occupancy vehicle use, which may reduce energy consumption.

B 7. Environmental Health

B 7 a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

There is potential to encounter unknown contaminated soil or groundwater when earth is disturbed during grading or excavation associated with construction. Grading and excavation would be necessary in several places including at the proposed SERA Campus Shared Parking

Lot, as well as in some access improvement locations where utilities would be installed, foundations would be laid (such as at the bus shelters), and sidewalks would be replaced. The

project lies within the regional contamination area from the Asarco Copper Smelter (see Section B.7.a (1) below).

Some construction activities have the potential to result in accidental spills, such as during refueling or servicing of vehicles and equipment at the construction site. Thus, there is the potential for leaks and spills of materials such as fuel, oil, lubricants, and other contaminants onto the ground, which may then be carried off-site into receiving waters or infiltrated into the groundwater by rain and stormwater runoff or carried off-site by construction vehicles.

Typically, leaks from construction equipment and vehicles are relatively small and have minimal potential for adverse impact, especially if the equipment and vehicles are well maintained. A spill of fuel, hydraulic fluid, or other material during construction operations, refueling, or handling of hazardous materials has the potential for larger adverse impacts on soil, surface water, and groundwater. Spills to soil can adversely change the growing characteristics of soil, resulting in a zone where plants are unable to grow. Contaminants entering surface water may reduce water quality by increasing oxygen demand, changing pH levels, or increasing the level of organic pollutants, which could adversely affect fish and other aquatic organisms. Spills also have the potential to adversely affect construction workers if they are exposed to hazardous materials. It is not anticipated that there would be any risk of fire or explosions.

It is not expected that there would be any environmental health hazards related to the operation of the project.

B 7 a (1) Describe any known or possible contamination at the site from present or past uses.

A hazardous materials assessment was conducted for the project in 2023 and is summarized below. Known contaminated sites have been identified in the project vicinity using the Ecology website "What's in My Neighborhood." Table 2 summarizes the 23 listed contaminated sites within the project vicinity, generally from north to south. Figure 5 shows the locations of these sites.

Fifteen sites have been granted a No Further Action designation. Two sites are awaiting cleanup. Cleanup activities have been initiated at five sites. One site is noted as cleanup complete with active operation and maintenance/monitoring. See Table 2 for more details. Soil, groundwater, surface water, and air have confirmed or suspected contaminants. Contaminants of concern include petroleum, metals, halogenated organics, halogenated solvents, polycyclic aromatic hydrocarbons (PAHs), and polychlorinated biphenyls (PCBs).

Given the commercial and light industrial history of the project area, it is possible that additional unreported contaminated sites exist within the project vicinity. The project also lies within the area of past contamination from the Asarco Copper Smelter, which is located in Ruston, Washington (approximately 6.5 miles north of the South Tacoma Station). The smelter released arsenic, lead, and other heavy metals in a plume for almost a century, affecting 1,000 square miles of land and having an area of contamination that extends from Olympia, Washington, to Shoreline, Washington. According to Ecology's Tacoma Smelter Plume (Dirt Alert) map, the City of Tacoma and the project area are in the lowest predicted arsenic concentration area – **under 20 parts per million (ppm)**. The concentration threshold requiring cleanup for arsenic in soils is 20 ppm (Ecology 2023c). An area west of S Tyler Street and north of S 56th Street has predicted arsenic concentrations of 20 ppm to 40 ppm.

Another major contaminated site in the project vicinity includes South Tacoma Field (Site 13), which along with the old Tacoma Landfill is part of the overall Commencement Bay South Tacoma Channel Superfund Site.

Table 2 Listed contaminated sites

Figure 5 ID	Site Name	Status
1	Tacoma Texaco Distributor	No Further Action
2	Texaco Station 0286	No Further Action
3	Tacoma City Materials Laboratory	Cleanup Started
4	Alpac Dist. Pepsi Cola 7up Bottling	No Further Action
5	West Coast Door	Cleanup Started
6	Lige & WM B Dickson Co Inc	No Further Action
7	Steven Motor Company	No Further Action
8	Shell 405	Cleanup Started
9	Firestone Store 31C9	No Further Action
10	Armstrong Roofing LLC	No Further Action
11	4341 S Warner St	No Further Action
12	Xcel Feeds Inc	Cleanup Started
13	South Tacoma Field	Cleanup Complete – Active O&M/Monitoring
14	John Wallerich Property	Awaiting Cleanup
15	AutoZone Tacoma	Awaiting Cleanup
16	Unocal 0094	No Further Action
17	Budget Signs	No Further Action
18	South Tacoma Station Park & Ride	No Further Action
19	Sanford Motors Inc	No Further Action
20	Cascade Millwork & Supply Tacoma	Cleanup Started
21	Overall Laundry Services	No Further Action
22	Adams Street Building	No Further Action
23	Harkness Furniture	No Further Action

Source: Shannon & Wilson 2023.

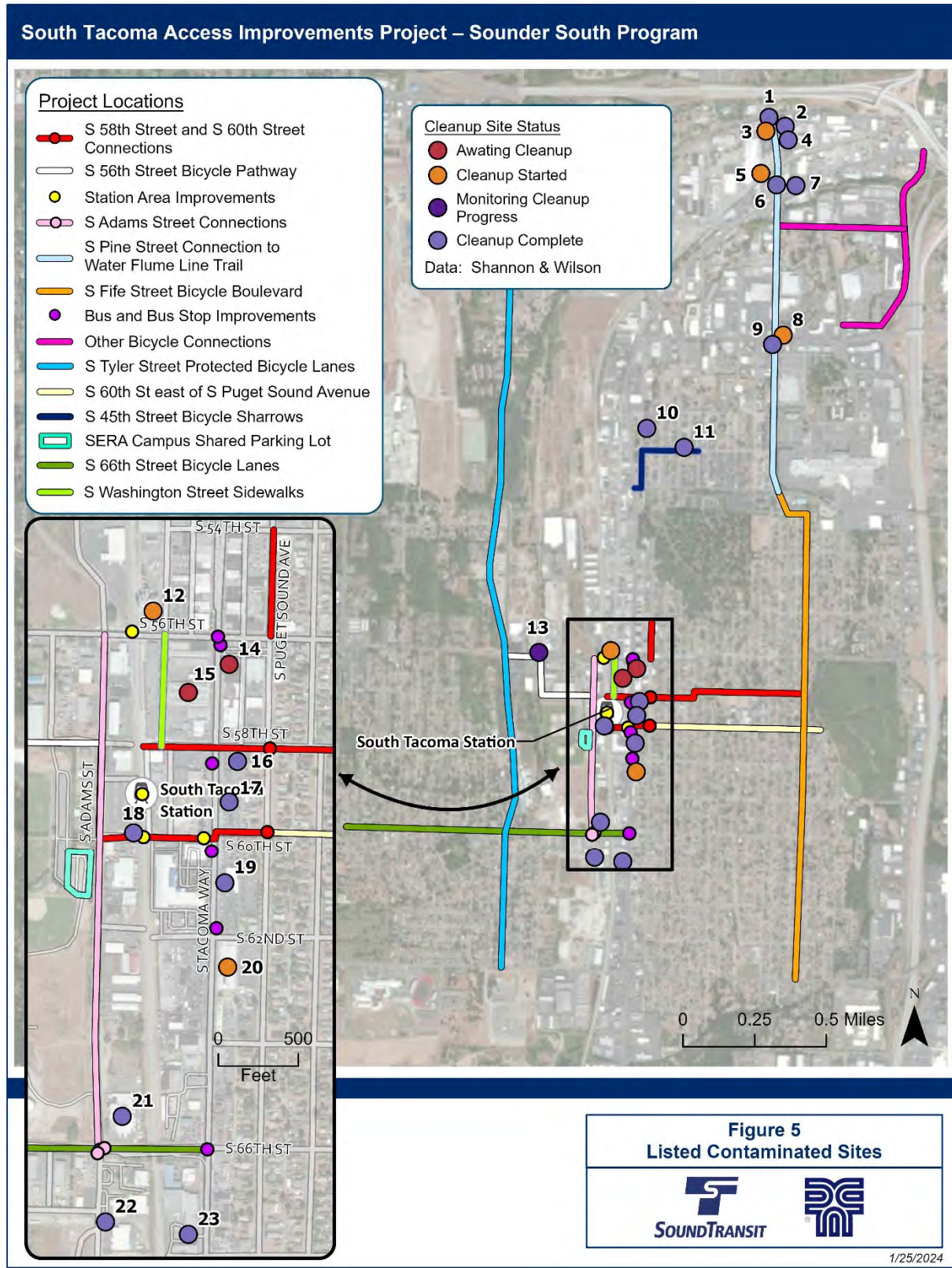


Figure 5 Listed contaminated sites

B 7 a (2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

Contaminated sites have been identified in proximity to the project (see Table 2). However, the risk of encountering hazardous chemicals/conditions appears to be low. The project requires a very limited amount of ground-disturbing activities (utility trenches are anticipated to be approximately 2 feet wide by approximately 3 to 4 feet deep), thereby reducing the potential to encounter and generate contaminated materials. Where ground-disturbing activities are proposed, there are no known listed sites adjacent to the work area. No underground hazardous liquid and gas transmission pipelines are located within the project area or in the vicinity (NPMS 2023). It does not appear that hazardous chemicals/conditions would affect project development and design.

B 7 a (3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

During construction, it may be necessary to fuel or maintain vehicles or construction equipment on-site. Thus oil, gasoline, diesel, lubricants, solvents, or cleaning substances may temporarily be used or stored on-site. These activities generally would occur in a staging area with the appropriate spill control measures in place. The contractor would determine the locations of staging areas as necessary in the vicinity of the project utilizing existing ROW or working with adjacent property owners for use.

There would be no need for storing, using, or producing toxic or hazardous materials during the operating life of the project. Cleaning materials may be used periodically at the bus stops and South Tacoma Station, but these generally are not considered hazardous. Therefore, it is not anticipated that operations would result in any environmental health hazards.

B 7 a (4) Describe special emergency services that might be required.

No special emergency services are expected to be required during construction or operation of the project. During construction, it may be necessary to temporarily store hazardous materials, and these would be secured by fencing and/or in locked facilities. If any site contamination were identified, the contractor would implement a Health and Safety Plan during construction to protect the health and provide for the safety of both workers and the public.

B 7 a (5) Proposed measures to reduce or control environmental health hazards, if any:

The specific project improvements that would be constructed, owned, and operated by Sound Transit would be subject to Sound Transit's safety and security certification process, which includes an evaluation of hazardous materials used during construction, testing and commissioning of facilities, and ongoing operations. Sound Transit has a policy to meet or exceed federal safety and security process requirements on all projects, which includes measures for controlling hazardous material usage during construction, as well as during operation and maintenance of the project.

Contractors would be required to comply with all applicable health and safety regulations, including State of Washington Department of Labor and Industries General Occupational Health Standards, Chapter 296-62 Washington Administrative Code (WAC), and General Safety and Health Standards, Chapter 296-24 WAC. This compliance includes preparation of a Health and Safety Plan to protect construction workers and the public.

The following measures would be implemented during construction to reduce or control environmental health hazards:

- Any contaminated soil or groundwater encountered during construction would be collected and disposed of in accordance with state and federal regulations.
- A Spill Prevention, Control Countermeasures and Containment Plan would be prepared and implemented for the storage, handling, use or disposal of hazardous materials.
- Specific areas would be designated for equipment repair, fuel storage, and refueling, and would include measures for containing spills.
- If a hazardous material spill were to occur, the contractor would immediately notify Sound Transit and the City of Tacoma and if necessary call the appropriate emergency response agency. The contractor would be required to have materials on-site, such as absorbent pads, to ensure the spill is contained immediately.
- All hazardous materials used in construction would have a required Material Safety Data Sheet filed on-site.

B 7 b. Noise

B 7 b (1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

There are a variety of existing noise types produced in the potential area of effect for noise by Tacoma Rail freight traffic and Sound Transit S Line service, vehicle traffic on the main corridors of I-5 and Pacific Highway SW, and commercial and residential land uses. Land use in the project area is a mix of residential housing, healthcare, churches, childcare facilities, commercial and industrial uses, and undeveloped lands.

Sound Transit determined locations for noise monitoring by identifying the proposed project improvements that would have the potential to produce noise and the nearby noise-sensitive receivers.

Existing noise level measurements were conducted at one location on the SERA Campus (refer to Appendix A – Noise and Vibration Technical Analysis, Michael Minor and Associates, 2023). Average sound levels ranged from 58 dBA Leq to 61 dBA Leq. These measurements included a minimum of three time periods (morning, daytime, and afternoon) at the monitoring site. The 24-hour sound measurements were 60 dBA at all three times.

Existing sources of vibration include the Sounder and Amtrak trains, Tacoma Rail freight service, heavy trucks, and industrial activities in the project area. Because there would be no track modifications or changes in Sounder or Amtrak operations, there would be no change predicted in the overall vibration levels in the area. Therefore, no operations-related vibration impacts from the project are predicted.

B 7 b (2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Construction would produce short-term increases in the ambient noise levels. Construction is expected to occur mainly during the daytime, but some limited night work may also be necessary. Major noise-producing equipment could include saw cutters, concrete pumps, cranes, excavators, haul trucks, loaders, tractor-trailers, and vibratory equipment. Maximum

noise levels (Lmax) could reach 86 dBA to 88 dBA at the nearest residences (i.e., within 50 feet to 100 feet) for typical phases of construction. Less intensive construction activities, such as sign installation and striping, would typically have noise levels below 80 dBA at 50 feet.

General construction activities could result in increased vibration levels. Project-related vibration sources include soil compactors, excavators, haul trucks, flat-bed tractor-trailers, backhoes, cranes, and jackhammers. The vibration sources associated with the project construction, even though they may be noticeable to residents when construction is nearby, are not expected to cause any structural damage because the estimated level of vibration would be below the threshold to cause damage and there would be sufficient distance between work zones and structures.

The majority of the proposed improvements are related to non-motorized transportation. These project improvements, including new sidewalks, curbs, gutters, bicycle lanes, and other safety improvements, are not predicted to result in any long-term changes in the overall area sound levels. All vehicle travel lanes along roadways that are associated with the project would remain in their same general current location, and no increase in motorized traffic capacity is planned.

The one improvement that has the potential for operational noise is the addition of 50 new parking spaces on SERA property near the existing SERA Campus parking lot (see Figure 6 and Table 3). This proposed site is near outdoor use areas at the SERA Campus, the Star Center, Boys and Girls Club, and Gray Middle School. The future use of the parking lot was modeled to determine the potential effects on noise levels. The model assumed full use of the 50 parking spaces during a single hour, thus providing a worst-case hourly noise level. Noise levels from the operation of the parking lot were calculated using the methods for a parking lot as provided in the Federal Transit Administration Transit Noise and Vibration Impact Assessment (FTA 2018) for four selected receiver locations nearby. The noise report also analyzed potential impacts from two additional parking lots shown adjacent to S Adams Street, but these lots were subsequently removed from the design.

As is shown in Table 3, noise levels from parking operations at the four nearby receivers would range from 24 dBA to 26 dBA Leq during the peak hour of operations. The existing noise levels are more than 10 dB higher than the noise from the parking lot operations would be. As a result, the new source would not cause a measurable change in the overall noise levels. The analysis showed that, because of the high existing background noise levels, the additional vehicles using the parking lot would not change the future noise levels at any of the nearby receiver locations. Thus, the additional parking lot operations would not contribute a measurable change to overall noise levels; therefore, no operational noise impacts from the project are predicted (refer to Appendix A – Noise and Vibration Technical Analysis, Michael Minor and Associates, 2023).

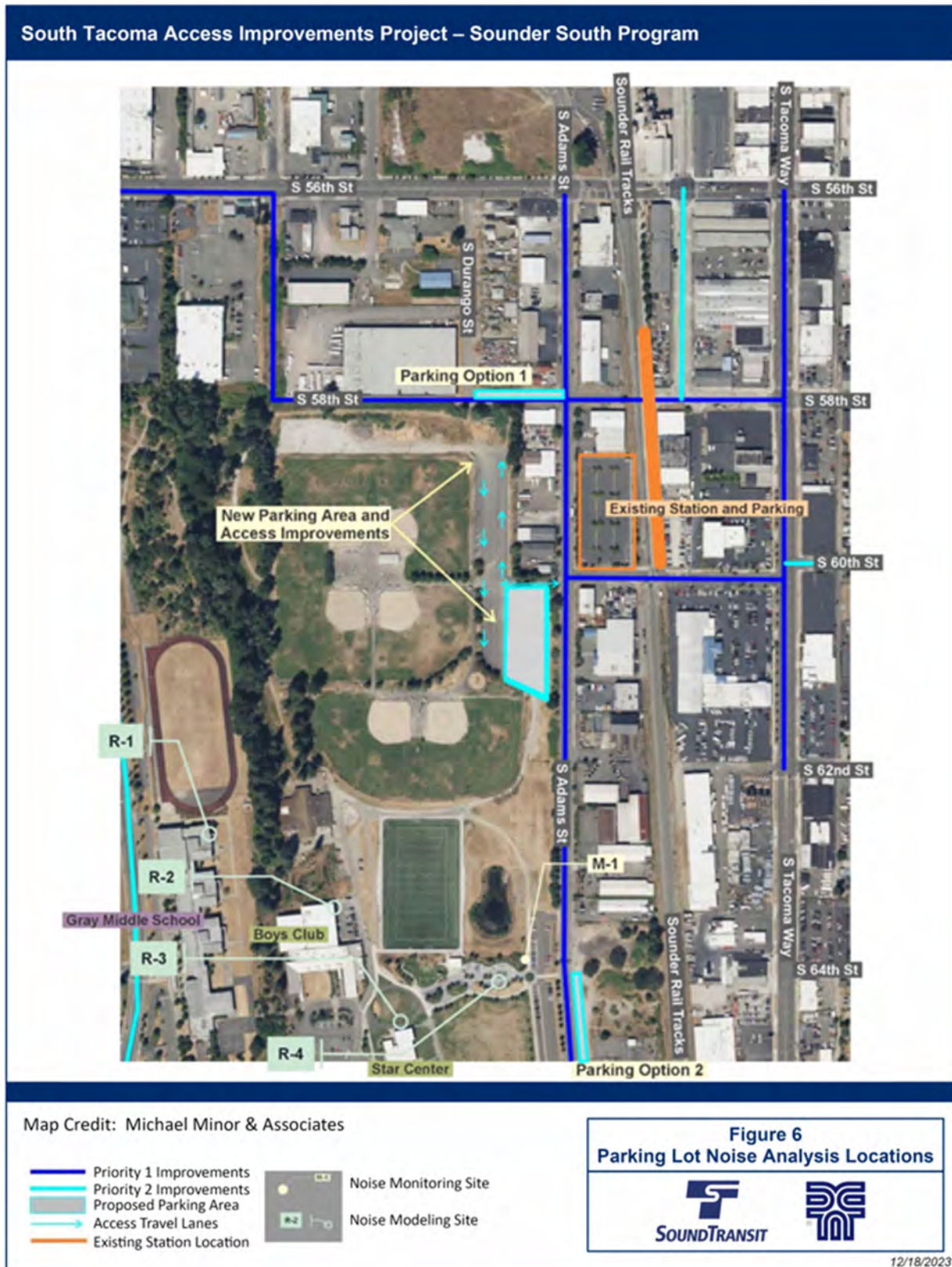


Figure 6 Parking lot noise analysis locations

Table 3 SERA Campus Shared Parking Lot noise analysis

Location	Type	Distance (feet)	Background Noise, Leq dBA	Parking Lot Noise, Leq dBA	Future Noise, Leq dBA	Change in Total Noise, Leq dB
R-1	School	1,060	58	24	58	0
R-2	School	920	58	26	58	0
R-3	School	1,160	58	24	58	0
R-4	Park	935	58	25	58	0

Source: Michael Minor and Associates 2023.

B 7 b (3) Proposed measures to reduce or control noise impacts, if any:

Because no operational noise impacts are predicted to result from the project, no measures to reduce or control operational impacts are proposed. Potential construction noise impacts can be reduced through operational methods as well as scheduling, equipment choice, and acoustical treatments. If construction were necessary outside the allowable hours, Sound Transit or its contractor would seek the appropriate noise variance from the City of Tacoma and implement the appropriate noise control measures. Noise control measures to meet local regulatory requirements, noise ordinances, and permit or variance conditions would be required. The following measures included in the Sound Transit Requirements Manual (June 2023) could be used to avoid or abate construction noise:

- Use smart back-up alarms during nighttime.
- Use low-noise emission equipment.
- Implement noise-deadening measures for truck loading and operations.
- Monitor and maintain equipment to meet noise limits.
- Use lined or covered storage bins, conveyors, and chutes with sound-deadening material.
- Use acoustic enclosures, shields, or shrouds for equipment and facilities.
- Install high-grade engine exhaust silencers and engine-casing sound insulation.
- Prohibit jack hammering during nighttime hours.
- Minimize the use of generators or use whisper-quiet generators to power equipment.
- Use movable noise barriers at the source of the construction activity.
- Limit or avoid certain noisy activities during nighttime hours near residential areas.

The primary concern related to construction vibration in the project area is annoyance inside sensitive spaces. No construction vibration impacts are predicted. However, the following precautionary vibration mitigation strategies are recommended if construction occurs within 25 feet of a sensitive or historic structure:

- Pre-construction verification: Given the types of construction activities required for completion of the project, no vibration impacts are projected and no pre-construction survey or verification should be required. If, however, during construction, highly sensitive or historic building(s) are identified within 25 feet of a site with heavy construction activities, an inspection of those buildings may be warranted.

- Vibration limits: The construction contract specifications should limit construction vibration to a maximum of 0.5 inch/second for all buildings within 25 feet of construction activities.
- Vibration monitoring: Given the types of construction activities required for completion of the project, vibration monitoring should not be necessary. If heavy construction were to occur closer than 25 feet from sensitive structures or historic buildings, limited vibration monitoring may be warranted.

B 8. Land and Shoreline Use

B 8 a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Various existing land uses are located along the project area and near access improvement sites. Land uses include **single-family** and **multi-family residences**; **churches**; **recreation/parks** (Wapato Hills Park, SERA Campus, Water Flume Line Trail, Meadow Park Golf Course, Wapato Hills Park, and Star Center); **public facilities** (United States Postal Service, Tacoma Police Department, Tacoma City Offices, Tacoma Public Library South Tacoma Branch, South Tacoma Station, Pierce County Administration Building, and Social Security Administration Building); **education** (preschool, daycare, elementary and middle schools); **social services** (Tahoma House); **parking lots** (South Tacoma Station parking, and public, private, and SERA Campus parking); and **commercial/industrial** (auto repair, auto body, auto sales and service, grocery, restaurants, coffee shop, tire sales, dog daycare and boarding, glass repair and installation, insurance sales, engineering services, neighborhood convenience store, lumber distribution, regional mall, landscape supply, and gas station).

Generally, the project would not affect current land uses. There would be some improvements at driveways where new sidewalks and curb ramps would be added. In addition, some fencing and existing landscaping may need to be moved and replaced. Some existing informal parking in city ROW may be changed or eliminated.

B 8 b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non-forest use?

The project site has not been used as working farmlands or working forest lands. There would be no agricultural or forest land of long-term commercial significance being converted to other uses because there is no farmland or forest land in the project area.

B 8 b (1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No, the project would not affect any surrounding working farm or forest land business operations.

B 8 c. Describe any structures on the site.

The South Tacoma Station is composed of five one-story covered structures located on the at-grade platform. The structures are designated as waiting areas for the Sounder trains. There is

a one-story ticket booth structure. The station also includes luminaires, ticketing kiosks, ADA ramps, bicycle lockers, signage, public art installations, and landscaping trellises.

Spread throughout the project area are a number of smaller structures. These include light poles, utility poles, mailboxes, fences, fire hydrants, retaining walls, covered transit stops, and signage.

B 8 d. Will any structures be demolished? If so, what?

No structures would be demolished. Some of the transit stops in the project area would be renovated, which would require temporary removal of signs, benches, and covers. There may be some fencing that needs to be taken down and replaced in a different location.

B 8 e. What is the current zoning classification of the site?

The zoning classifications in the project area include Light Industrial, Heavy Industrial, Community Commercial Mixed Use, One Family Dwelling, Two Family Dwelling, Commercial Industrial Mixed Use, C2 Commercial, and Neighborhood Residential Mixed Use. Figure 7 shows the zoning in the project area.

B 8 f. What is the current comprehensive plan designation of the site?

The comprehensive plan designations include Heavy Industrial, Parks and Open Space, Mid-Scale Residential, Low-Scale Residential, General Commercial, Neighborhood Mixed-Use Center, Light Industrial, and Tacoma Mall Regional Growth Center. Figure 8 shows the comprehensive plan designations in the project area.

B 8 g. If applicable, what is the current shoreline master program designation of the site?

No areas within the project area are designated shorelines of the state.

B 8 h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The City of Tacoma Critical Areas Preservation Ordinance (TMC Chapter 13.11) designates the following areas as critical areas within the city: (1) wetlands, (2) critical aquifer recharge areas, (3) fish and wildlife habitat conservation areas, (4) geological hazards areas, and (5) flood hazard areas.

As shown in Figure 3 (Wetlands and streams), two wetlands were identified within the project area near the southeast corner of the SERA Campus, as described in B.3.a (1) above. These wetlands have an administrative buffer of 50 feet.

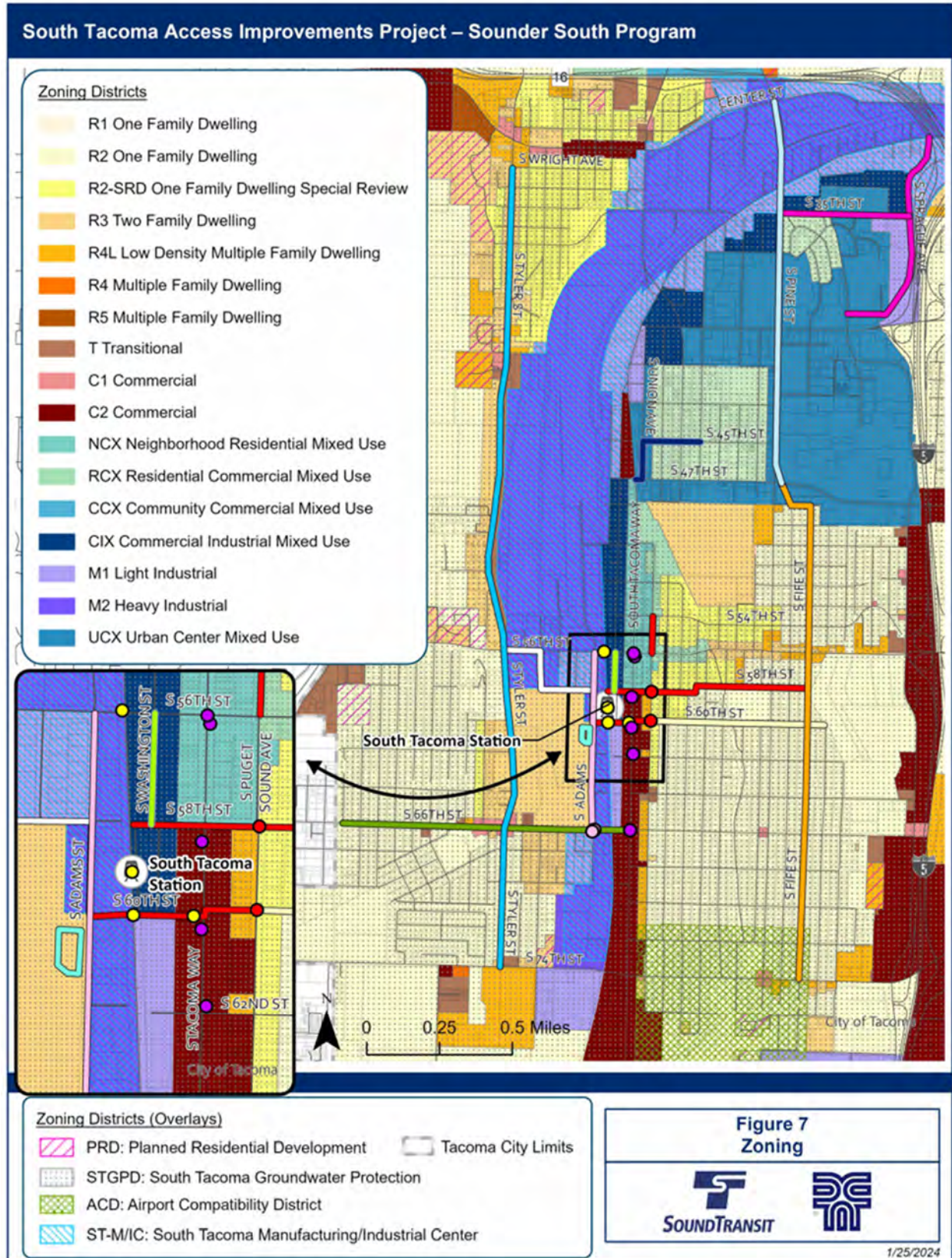


Figure 7 Zoning

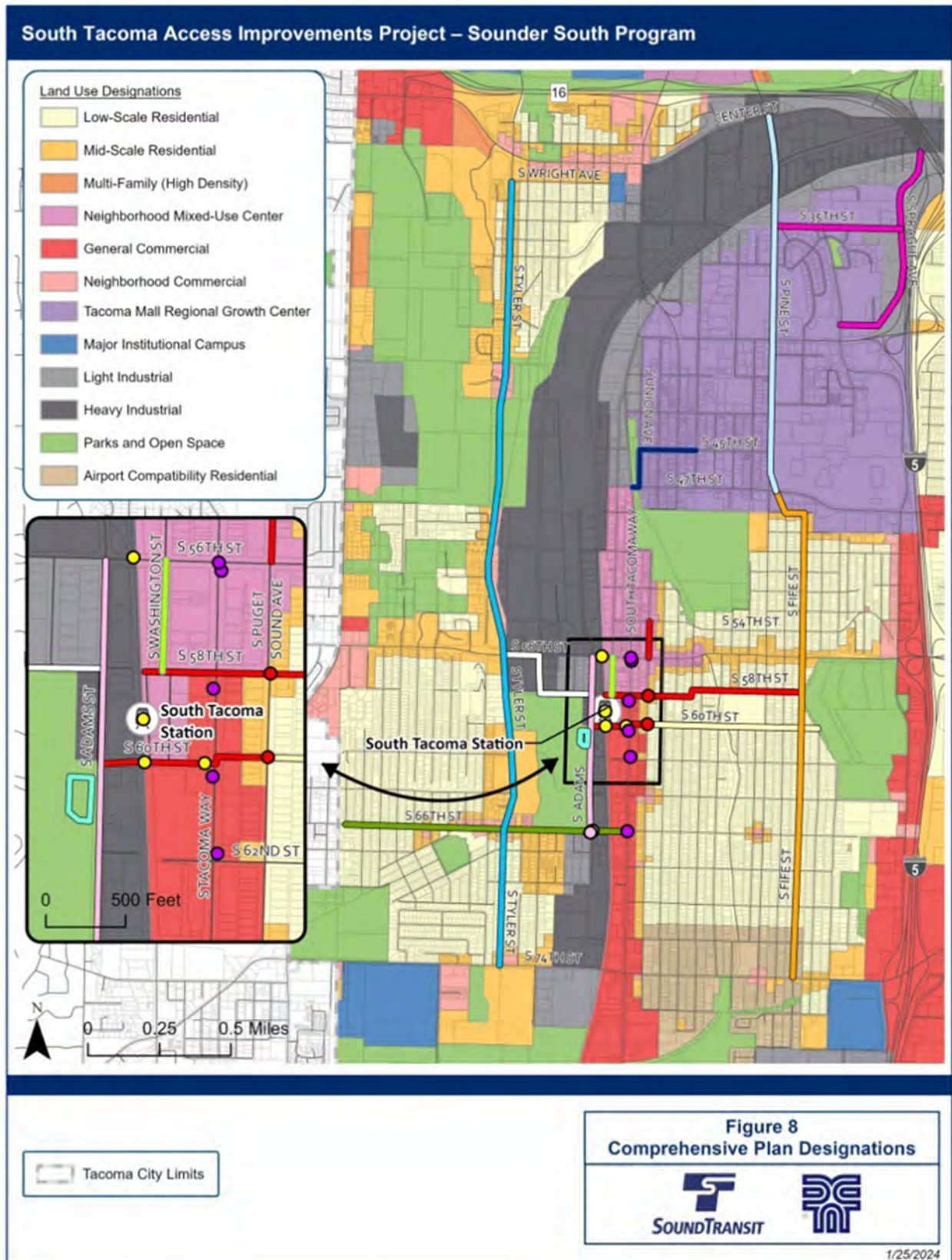


Figure 8 Comprehensive plan designations

Critical aquifer recharge areas are land areas that recharge groundwater aquifers. The entire project area is identified as an aquifer recharge area (see Figure 9). The City of Tacoma is part of the Central Pierce County Aquifer Area Sole-Source Aquifer. A sole-source aquifer supplies the majority of drinking water in the area, and there are not reasonable alternative sources if the sole-source aquifer becomes contaminated. In addition, the entire project area is located within the South Tacoma Groundwater Protection District (see Figure 7). The South Tacoma Groundwater Protection District is an overlay zoning district designed to prevent the degradation of groundwater in the South Tacoma aquifer system by controlling the handling, storage, and disposal of hazardous substances by businesses.

There is no fish and wildlife habitat conservation area in the project area.

Geologically hazardous areas in Tacoma include erosion hazard, landslide hazard, seismic hazard, mine hazard, volcanic hazard, and tsunami hazard areas. There are scattered steep slopes (greater than 40%) throughout the project area (see Section B.1.d above).

The proposed improvements would not overlay any designated flood hazard areas (see Figure 4); however, there is a mapped 100-year flood zone north of S 56th Street near S Madison Street, where bicycle improvements are proposed.

Even though critical areas are located in the vicinity of the project, there would be no effects on wetlands, critical aquifer recharge areas, or flood hazard areas. None of the improvements would encroach upon wetlands or their buffers. The project would not result in any loss of flood storage, and no water would be withdrawn from the underlying aquifer. The proposed infiltration of stormwater would benefit the aquifer.

Certain activities that are unlikely to result in critical area impacts are allowed by Title 13 of the TMC. The activities must comply with the protective standards of this chapter and provisions of other local, state, and federal laws. All activities will use reasonable methods to avoid and minimize impacts. The maintenance and repair of legally existing utilities, roads, structures, or facilities used in the service of the public, provided such work does not expand the footprint of the facility or ROW or alter any regulated critical area or buffer, are exempt from TMC Title 13. Activities must be in compliance with the current City of Tacoma Stormwater Management Manual and Regional Road Maintenance Manual and provide all known and reasonable protection methods for the critical area.

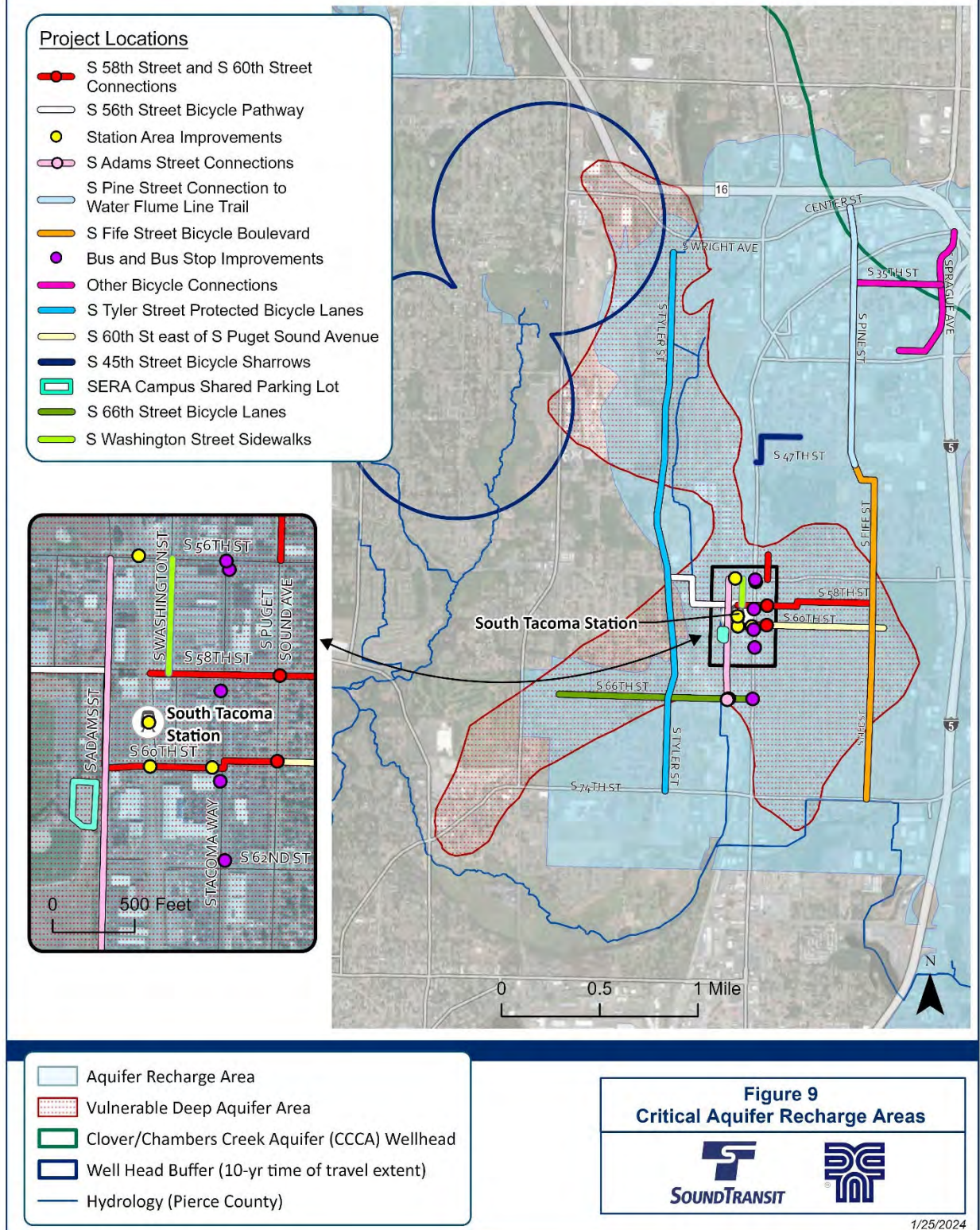
B 8 i. Approximately how many people would reside or work in the completed project?

No one would reside or work in the completed project because the project would not include construction of new residential or commercial structures.

B 8 j. Approximately how many people would the completed project displace?

The project would not have residential displacements.

South Tacoma Access Improvements Project – Sounder South Program



B 8 k. Proposed measures to avoid or reduce displacement impacts, if any:

No measures are necessary because none of the proposed improvements would require displacements.

B 8 l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project would be consistent with the City of Tacoma's land use and development code and would support land use goals and policies of local jurisdictions. Sound Transit would proceed through the City of Tacoma's land use approval processes for project design elements as needed, which would ensure project consistency with land use plans, goals, and policies. The majority of the land that would be utilized for the project is within public ROW. The portion that is not within public ROW would be acquired by temporary construction easements for the purposes of the project.

B 8 m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

The project would have no impact on agricultural or forest lands, so no measures are proposed.

B 9. Housing

B 9 a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

The project would not provide housing units.

B 9 b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

The project would not eliminate housing units.

B 9 c. Proposed measures to reduce or control housing impacts, if any:

The project would not result in any housing impacts; therefore, no measures to reduce or control impacts are proposed.

B 10. Aesthetics

B 10 a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Most of the access improvements would be less than a single story in height or at ground level, with the exception of several utility poles for lighting, which would be approximately 36 feet high. These utility poles would be used in conjunction with sidewalk improvements on roadways (S 58th Street, S 60th Street, and S Adams Street between S 58th Street and S 60th Street) and lighting for the new SERA Campus Shared Parking Lot. Exterior building materials for the bus shelters would conform to Pierce Transit's architectural standards.

B 10 b. What views in the immediate vicinity would be altered or obstructed?

During construction, views in the vicinity of access improvements would be temporarily altered by construction equipment and vehicles, and disturbed areas.

There are no identified sensitive views in the project area. No existing views are anticipated to be obstructed by the project. Most of the views both from and toward the facility would be slightly altered from the addition of pedestrian-level access improvements within areas of existing urban or semi-urban visual character. Therefore, it is anticipated that these new features would blend in with existing views, causing little, if any, visual change. For example, adding bicycle lanes, sidewalks, bus shelters, etc. to the public ROW would blend in with the existing roadway environment. Some localized views may be changed where taller shrubs and trees are removed, but such removal would be limited primarily to existing landscaping and trees removed along the perimeter of the SERA Campus by the S 56th Street Bicycle Pathway (A58).

B 10 c. Proposed measures to reduce or control aesthetic impacts, if any:

The project would be consistent with the City of Tacoma's land use code and would incorporate landscaping, including trees, into the site design to address alteration of existing vegetation.

Care would be taken to avoid impacts to existing exceptional trees (TMC 13.11.550(E)) to the greatest extent practicable. The City of Tacoma defines an exceptional tree as a tree or group of trees that because of its unique historical, ecological, or aesthetic value constitutes an important community resource (TMC 13.11.550(E)).

The use of perimeter landscaping, in conjunction with adherence to city code and the Sound Transit Requirements Manual (2023b), would help reduce the visual effect of the new SERA Campus Shared Parking Lot by screening and/or softening views toward the parking facility. Similarly, sidewalk improvements along S Adams Street, S Pine Street, and S Washington Street would provide landscaping in accordance with city code.

B 11. Light and Glare

B 11 a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

During construction there may be a need for night work, which would require night lighting to safely illuminate the work area. That light could spill over into commercial or residential areas adjacent to the access improvement or create glare in the ROW, thereby potentially adversely affecting drivers. If construction lighting were necessary, it would be of a short-term nature.

Proposed sources of light would come from new streetlights along S 60th Street, S 58th Street, S 56th Street, and S Adams Street. These lights would be seen at night from adjacent roadways and residential areas. New pedestrian-level lighting would be added along the shared use path as part of the S 56th Street Bicycle Pathway improvement project, and such lighting would be visible at night. Lighting would also be installed at the new surface parking lot.

Reflective glare is not expected as a result of the project improvements, because bus and transit shelter materials are anticipated to be nonreflective and/or matte-finished.

B 11 b. Could light or glare from the finished project be a safety hazard or interfere with views?

It is not anticipated that any light or glare from the project would pose a safety hazard or interfere with views, because the new lighting would occur within urban corridors that have existing lighting and transit shelter materials would be nonreflective. No other project features are anticipated to

produce glare. The SERA Campus Shared Parking Lot is not anticipated to produce light or glare that creates a safety hazard or interfere with views.

B 11 c. What existing off-site sources of light or glare may affect your proposal?

No existing off-site sources of light or glare would affect the project.

B 11 d. Proposed measures to reduce or control light and glare impacts, if any:

As much as practical, construction night lighting would be directed downward and away from any adjacent residences to reduce spillover light, as well as away from streets to avoid creating night glare for drivers.

For project operation, all proposed light fixtures for new pedestrian-level lighting would include cut-off shields or hoods, so lighting is directed downward to prevent spillover into neighboring properties. Proposed lighting would be selected to be compatible with, or potentially match, the types of lighting fixtures currently present in the project area. In addition, almost all new lighting associated with the project would occur in existing roadway corridors with existing street lighting. No measures are proposed for glare because the finished project is not anticipated to produce glare.

B 12. Recreation

B 12 a. What designated and informal recreational opportunities are in the immediate vicinity?

There are a variety of recreational opportunities in the general project vicinity. These include the following private and public facilities:

- SERA Campus.
- South Park.
- Manitou Park.
- Oak Tree Park.
- Meadow Park Golf Course.
- Leach Creek Park.
- Lincoln Heights Park.
- Water Flume Line Trail.
- Gray Middle School.
- Edison Elementary School.
- Arlington Elementary School.
- Mount Tahoma High School.

See Figure 10 for the locations of these recreational opportunities.

South Tacoma Access Improvements Project – Sounder South Program

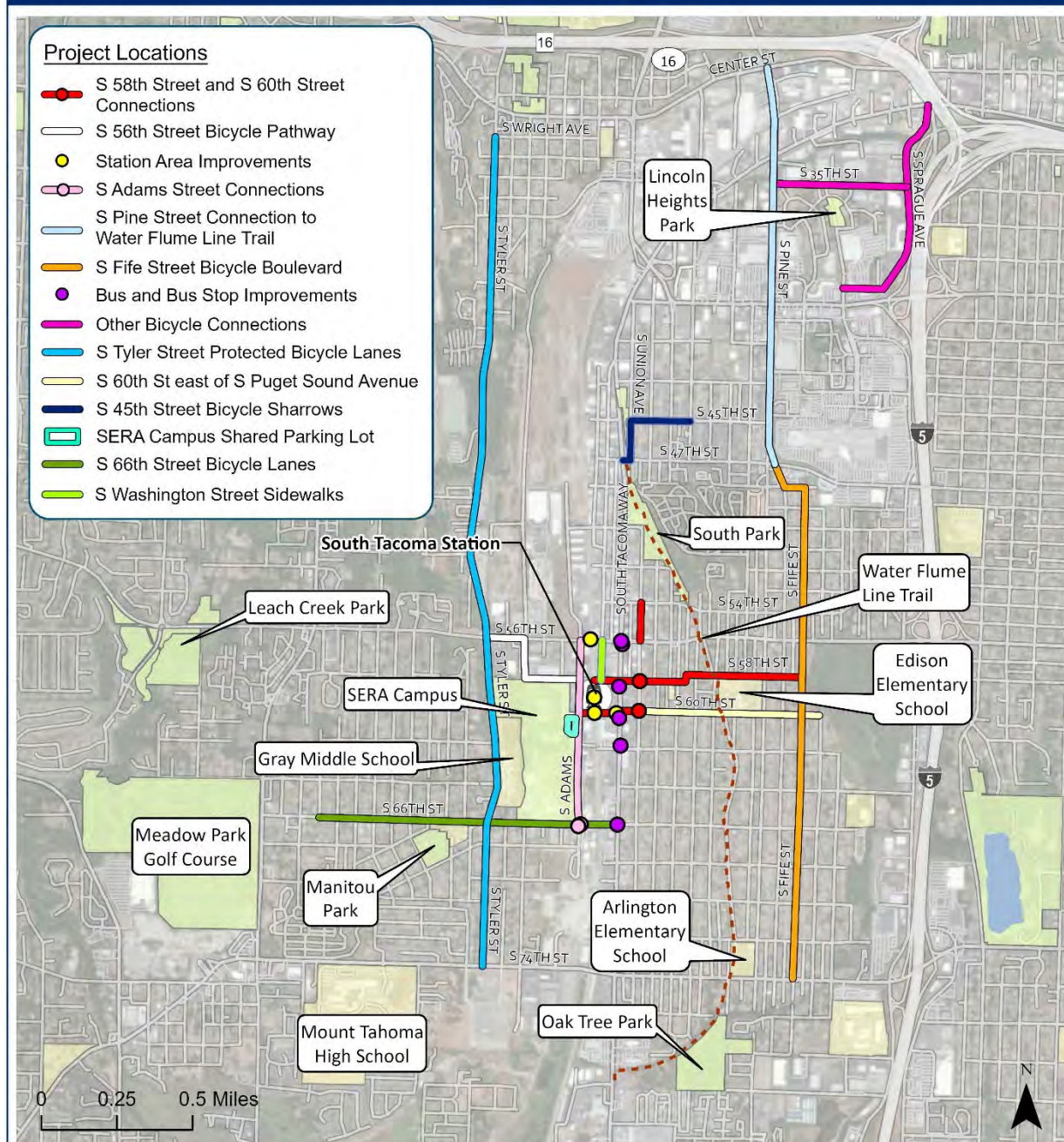


Figure 10 Recreation Areas



1/25/2024

Figure 10 Recreation areas

B 12 b. Would the proposed project displace any existing recreational uses? If so, describe.

The proposed project would not displace any existing recreational uses temporarily or permanently.

B 12 c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The project would not impact recreational facilities or opportunities; therefore, no measures to reduce or control impacts would be required. The project would add parking for recreation opportunities located at the SERA Campus.

B 13. Historic and Cultural Preservation

B 13 a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

The defined area of impacts (AI) for historic and cultural resources includes the area encompassing all the proposed access improvements (see Figure 11 and Appendix B – Cultural Resources Technical Report, Historical Research Associates, Inc., 2023). In locations where the proposed improvement includes elements above 1 foot in height (i.e., new bus shelters and fencing), with the exception of lighting and signs, the AI includes the parcel adjacent to the proposed construction. Where the adjacent parcel is ROW, the AI extends to the next adjacent parcel (up to 200 feet) to account for any potential impacts on the viewsheds of neighboring resources. Where improvements have no potential to impact viewsheds (i.e., at-grade improvements or improvements not exceeding 1 foot in height), the AI is limited to the area of anticipated ground disturbance. Because the project would take place in an urbanized environment, and there are no expected impacts associated with the addition of light poles or signage, the AI is limited to the area of anticipated ground disturbance where these elements are proposed.

The terrain within the AI has been heavily modified by modern urban road construction, utility installation, and landscaping activities. Most of the AI is either paved roadway, graveled roadside, landscaped ROW, or private property, except for much of the SERA Campus property and an adjacent segment of ROW between the north end of the park and S 56th Street.

Table 4 lists the 16 potential historic built-environment resources identified within the AI that required survey and inventory. While there are a number of historic resources older than 45 years, all but one (a bank building on South Tacoma Way) are not recommended eligible for listing in city, state, or national registers. The bank building at 5448-5450 South Tacoma Way is located at the northwest corner of the intersection of South Tacoma Way and S 56th Street. It was constructed in 1914 and designed by Lundberg and Mahon, notable architects who designed many recognizable Tacoma buildings. Given that it represents the works of a master architect and possesses high artistic value, it is recommended eligible for listing under Criterion C in the National Register of Historic Places (NRHP).

Improvements proposed near the bank building include a bus shelter at the southeast corner of South Tacoma Way and S 56th Street. Although the bus shelter may be within view of the bank building, it would be located across a busy intersection and at such a distance that it would not impact the building, either directly or indirectly.

The project, as proposed, has no potential to impact built-environment resources. Following the publication of the Cultural Resources Technical Report, the parking strip along S Adams Street and

S 58th Street, and a protected bicycle lane on South Tacoma Way were removed from the project. These changes would have no additional impacts to cultural resources. No further built-environment resources study is necessary unless the project design changes substantially.

Table 4 **Surveyed built-environment resources within the area of impacts**

No.	Parcel No.	WISAARD Property ID ¹	Address	Existing Use	Year Built	Sound Transit's Eligibility Recommendation
1	0220134029	731137	4331 South Tacoma Way	Utility	Ca. 1952	Recommended Not Eligible for City, State, or National Registers
2	4695000390	530422	5448–5450 South Tacoma Way	Bank Building	1913	Recommended Eligible for City, State, or National Registers
3	4695000080	530424	5447–5449 South Tacoma Way	Commercial	1920	Recommended Not Eligible for City, State, or National Registers
4	4695001250	50019	5602 South Tacoma Way	Commercial	1925	Recommended Not Eligible for City, State, or National Registers
5	1200098602	731156	3512–3514 S 56th Street	Commercial	1963	Recommended Not Eligible for City, State, or National Registers
6	4695001460	None	5647 South Tacoma Way	Demolished	1972	Recommended Not Eligible for City, State, or National Registers
7	3690000280	731158	5801 S Adams Street	Commercial	1975	Recommended Not Eligible for City, State, or National Registers
8	1200084455	523036	5802 South Tacoma Way	Commercial	1969	Recommended Not Eligible for City, State, or National Registers
9	3690000360	534841	5812 S Adams Street	Commercial	1957	Recommended Not Eligible for City, State, or National Registers
10	3690000230	731160	5802 S Washington Street	Commercial	1947–1963	Recommended Not Eligible for City, State, or National Registers
11	3690000390	731397	5832 S Adams Street	Commercial	1970	Recommended Not Eligible for City, State, or National Registers
12	3690000400	534840	5838 S Adams Street	Commercial	1968	Recommended Not Eligible for City, State, or National Registers
13	2125000540	731398	3509 S 60th Street	Utility	1971	Recommended Not Eligible for City, State, or National Registers
14	3690000460	731399	3762 S 60th Street	Commercial	1956	Recommended Not Eligible for City, State, or National Registers
15	6080002900	513621	6001 South Tacoma Way	Commercial	1966	Recommended Not Eligible for City, State, or National Registers
16	1200040671	534835	6602 S Adams Street	Commercial	1968	Recommended Not Eligible for City, State, or National Registers

Source: Historical Research Associates, Inc. 2023.

¹ WISAARD = Washington Information System for Architectural and Archeological Records Data.

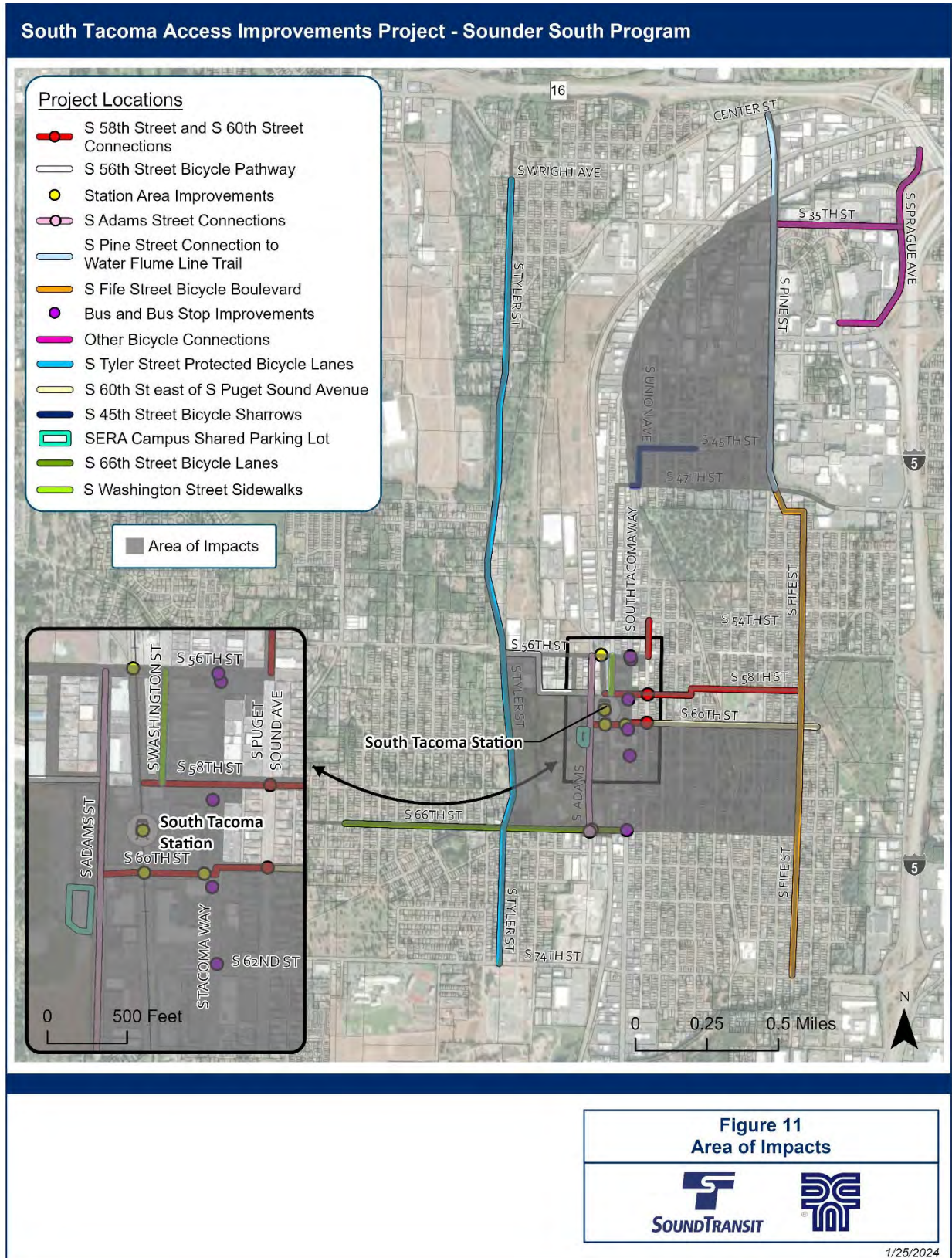


Figure 11 Area of impacts

B 13 b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

The cultural resources survey conducted for the project discovered no evidence of Native American or historic use or occupation. The archival research revealed that there have been 10 previous cultural surveys conducted in the AI or within 0.25 mile of the AI, and they did not locate any archaeological resources within 0.25 mile of the AI (see Table 5). Table 5 summarizes the 10 previous cultural resources studies that have been conducted within 0.25 mile of the AI.

Table 5 Previous cultural resources studies within 0.25 mile of area of impacts

Reference	NADB ¹	Title	Distance and Direction from AI	Cultural Resources Identified Within the AI
Eysaman & Company 2004	1350236	<i>Survey and Inventory in the Hilltop Area of Tacoma Update 2004</i>	0.2 mile north	None
Kopperl 2004	1343451	<i>Cultural Resources Clearance Survey SR 5 HOV Lane Construction 48th Street to Pacific Avenue, Tacoma, Pierce County</i>	< 0.1 mile east	None
Weaver 2004	1343924	<i>Cultural Resources Assessment for the I-5 High Occupancy Vehicle Project, Tacoma, Washington Addendum Considering Historic Properties</i>	< 0.1 mile east	None
Eysaman & Company 2005	1348257	<i>Reconnaissance Level Survey Update of South Tacoma Edison/Excelsior & the South End Fern Hill & Lincoln Park</i>	Overlaps the AI	None
Schultz 2006	1684720	<i>SE5554B/Center Street/Comstock 3323 S Lawrence Street, Tacoma, Washington 98409</i>	0.1 mile northeast	None
Bard 2008	1351211	<i>Tacoma/Pierce County HOV Program, SR 16: Westbound Nalley Valley, SR 16: Eastbound Nalley Valley and Sprague Valley Interchange, I-5: SR 16 – I-5 Realignment and HOV Connections Historic, Cultural, and Archaeological Resources Discipline Report</i>	Overlaps the AI	None

Reference	NADB ¹	Title	Distance and Direction from AI	Cultural Resources Identified Within the AI
Chasteen et al. 2008	1351522	<i>Final Cultural Resources Survey/Discipline Report: Point Defiance Rail Bypass Project, Pierce County, Washington</i>	Overlaps the AI	None
Earley 2009	1352461	<i>Cultural Resources Assessment of the South Tyler Street Improvement Project, Tacoma, Washington</i>	Overlaps the AI	None
Van Galder et al. 2012	1683008	<i>Section 106 Survey Report Historic, Cultural, and Archaeological Resources/Discipline Report: Federal Railroad Administration–WSDOT Point Defiance Bypass Project Environmental Assessment</i>	Overlaps the AI	None
Baker 2014	1686084	Cultural Resource Survey: Proposed Telecommunications Tower Site, Site Name: TAC Montgomery – New Build, Tacoma, Pierce County, Washington	0.1 mile east/west	None

Source: Historical Research Associates, Inc. 2023.

¹ NADB = National Archeological Database.

There are no previously recorded archaeological resources within 0.25 mile of the AI. The nearest archaeological site, Site 45PI1375 (Asotin's Olde Retaining Wall), is located approximately 0.5 mile east of the AI near the intersection of S Asotin Street and S 47th Street and consists of an early twentieth-century dimensional timber retaining wall and associated historic debris scatter (Hayman 2015). The site has not been formally evaluated for listing in the NRHP (DAHP 2023b).

B 13 c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Methods used to assess impacts included conducting an archival record search, which included identifying and reviewing previous cultural resources studies using published and electronic sources and those provided by the Washington Department of Archaeology and Historic Preservation (DAHP) and the City of Tacoma. Table 5 above provides a summary of these studies.

A surface and subsurface archaeological survey of the AI was performed on March 6 and March 16 through March 17, 2023, which included archaeological reconnaissance, pedestrian survey, and shovel probing (Historical Research Associates, Inc. 2023). Twelve shovel probes were excavated at the location of potential ground disturbing project improvements within the SERA Campus. Following utility locates, Historical Research Associates, Inc. (HRA) excavated shovel probes to a depth of one meter, if possible, or to undisturbed glacial materials.

A built-environment survey and inventory for the project was undertaken to identify and document historic-period, built-environment resources in the AI through field survey. Historic-period, built-environment resources are identified as those 45 years old or older (i.e., those constructed in or before 1978). To identify resources that required field survey, HRA researched the dates of construction for all built-environment resources within the AI via Pierce County Assessor's records, maps, and aerials. HRA then reviewed the WISAARD database to determine which resources 45 years old or older had already been evaluated and determined NRHP-eligible, not eligible, or listed. Those resources surveyed and evaluated within the last 10 years were excluded from field survey, as recordation was considered complete and up to date, in accordance with the Washington State Standards for Cultural Resources Reporting (DAHP 2023c).

An architectural historian meeting the Secretary of the Interior's professional qualifications for architectural history conducted the field survey from the public ROW. Documentation included the collection of digital photographs and field notes identifying architectural style, materials, workmanship, modifications, and condition, as well as any additional details relevant to the assessment of integrity and eligibility.

The project's Cultural Resources Technical Report (Historical Research Associates, Inc. 2023) (Appendix B) will be distributed to appropriate Tribes and DAHP for their review and comment. Sound Transit will allow 30 days for review of the documents. Sound Transit also will request formal NRHP and Washington Heritage Register eligibility determinations from DAHP for resources newly identified by this effort. These practices are not required under SEPA but are part of Sound Transit's best practices for cultural resources compliance.

B 13 d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

The project, as proposed, has no potential to impact built-environment resources, and there were no cultural resources found during the project survey or previous studies. An inadvertent discovery plan would be in place during construction and would be followed if, during construction, archaeological deposits are inadvertently discovered (refer to Appendix B – Cultural Resources Technical Report, Historical Research Associates, Inc, 2023).

B 14. Transportation

B 14 a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

Roadways/Vehicle Access

The South Tacoma Station is located adjacent to the South Tacoma Way arterial and west of a residential arterial grid system. The primary arterials providing access to the station are South Tacoma Way (principal arterial), S 56th Street (principal arterial), S 66th Street (minor arterial), and S 74th Street (principal arterial). Vehicular access to the South Tacoma Station is provided adjacent to the platform along S Washington Street between S 58th Street and S 60th Street. As a one-way southbound street between S 58th Street and S 60th Street, S Washington Street acts as a continuation of S 58th Street, running adjacent to the eastern station frontage. Vehicular access to the station's surface parking lot is provided through ingress/egress points along S Adams Street and S 60th Street to the west and south of the station, respectively. The

primary access to the station for pedestrians and passenger pickup and drop-off is S Washington Street.

Table 6 identifies access to the South Tacoma Station by passenger mode of transportation based on Sound Transit survey and station profile data. As shown, the station is primarily accessed by automobile. Access by other modes such as walking, bicycling, and local transit is difficult due to existing barriers or lack of direct travel routes.

Table 6 South Tacoma Station mode of access summary

Mode of Transportation	2019 System Access Strategic Plan Passenger Access Survey Report	South Tacoma Station Profile (Pre-COVID, March 2020)
Walk/Wheelchair	13%	8%
Bicycle	2%	0%
Transit Transfer	0%	0%
Auto	84%	92%
Drop-off	13%	6%
Parked (drove alone/carpool/vanpool)	71%	86%
Other ¹	1%	Not Measured

Sources: System Access Strategic Plan Passenger Access Survey Report (Sound Transit 2019e); .

¹ "Other" is not defined in source documents.

South Tacoma Way, a north-south principal arterial one block to the east of the station, connects S 58th Street and S 60th Street to Tacoma's broader roadway network, reaching downtown Tacoma in the north and Lakewood in the south. S 56th Street, an east-west principal arterial, connects S Washington Street and S Adams Street to University Place in the west and I-5 and southeast Tacoma neighborhoods to the east.

Located just more than 1 mile east of the South Tacoma Station, the I-5/S 56th Street and I-5/S 72nd Street interchanges provide access to the interstate freeway network, connecting the station area to the regional transportation system. I-5 is the primary north-south limited access corridor for local, regional, interstate, and international travel, and has interchanges with State Route (SR) 16 approximately 1.6 miles north of the S 56th Street interchange, and with SR 512 approximately 3.2 miles to the south. SR 16 and SR 512 provide further regional connections to the Kitsap Peninsula and Puyallup, respectively. Figure 12 displays the roadway network within the 1-mile, 3-mile, and 5-mile travel sheds, and Figure 13 shows the roadway network and roadway classification near the station.

The equivalent of approximately 3,700 on-street parking spaces are located along City of Tacoma streets within a 0.5-mile radius of the station, including a 220-stall surface lot owned by Sound Transit that is located directly adjacent to the western edge of the Sound Transit railroad ROW, positioned along S Adams Street, as well as the 155-stall Pierce Transit surface lot at the I-5/S 56th Street interchange.



Figure 12 Regional road network

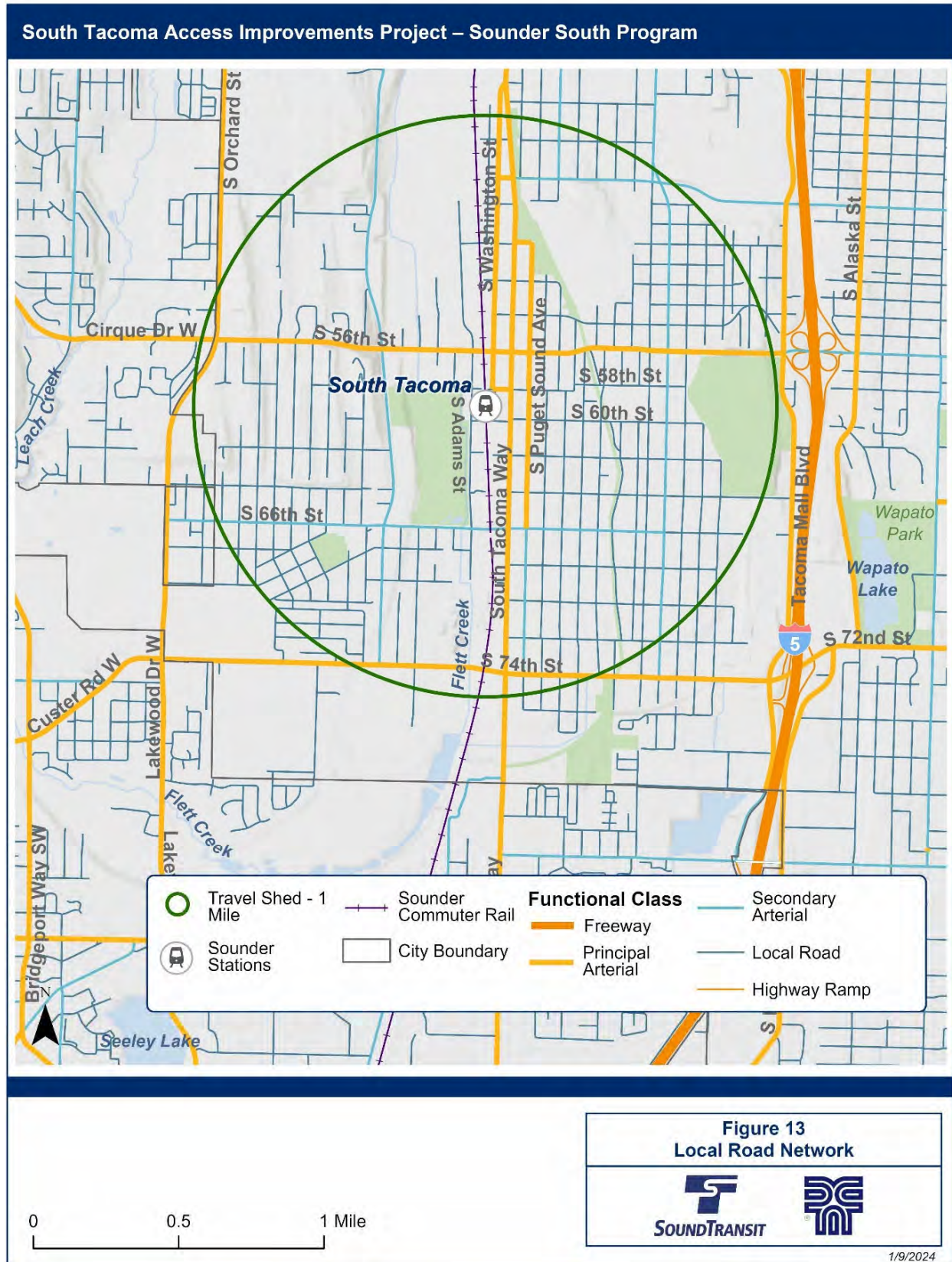


Figure 13 Local road network

Pedestrian Access

Currently, pedestrian access to the South Tacoma Station is provided on the station's eastern frontage along S Washington Street, to the north from S 56th Street via a pedestrian path, and to the south along S 60th Street (see Figure 14). Connections to the west of the station are provided through two at-grade crossings of the railroad tracks, at S 56th Street and S 60th Street. The sidewalks along S 60th Street connect the station platform to its surface parking lot to the west of the tracks.

Although sidewalks along the north side of S 60th Street provide direct access across the railroad tracks, there is limited pedestrian access between the stations and neighborhoods farther west of S Adams Street due to the location of the SERA Campus. Currently, pedestrians must either travel west along S 56th Street and then south along S Tyler Street or travel south along S Adams Street to S 66th Street to access areas to the west of the station and the SERA Campus. S Adams Street has intermittent sidewalk gaps on both sides between S 56th Street and S 66th Street, while S 60th Street has sidewalk along its south side in the immediate vicinity of the South Tacoma Station.

As shown in Figure 14, many sidewalk gaps are present in neighborhoods west and southwest of the SERA Campus, the neighborhoods east of the Water Flume Line Trail, and the area between the Tacoma Cemetery and Tacoma Mall. Additionally, a uniform street grid is not present to the northwest of S 56th Street and South Tacoma Way.

Within the 1-mile pedestrian travel shed, sidewalks are present along most arterial and collector roadways, with the following exceptions:

- South Tacoma Way – west side between S 47th Street and S 48th Street.
- S Washington Street – both sides between South Tacoma Way and S 45th Street; east side between S 48th Street and S 52nd Street; portions of west side between S 50th Street and S 52nd Street; portions of east side between S 52nd Street and S 56th Street; both sides between S 56th Street and S 58th Street.
- S 58th Street – portions of south side between S Washington Street and South Tacoma Way.
- S Puget Sound Avenue – both sides between S 72nd Street and S 74th Street.
- S Warner Street – portions of both sides between S 43rd Street and S 47th Street.
- S Tyler Street – east side north of S 49th Street.
- S Orchard Street – portions of west side south of S 53rd Street W.
- S 47th Street – north side between S Washington Street and South Tacoma Way; portions of south side between S Union Avenue and S Warner Street; portions of north side between S Lawrence Street and S Alder Street.
- S 66th Street – north side between S Alder Street and S Clement Avenue; portions of both sides between S Clement Avenue and S Junett Street; south side between S Junett Street and S Pine Street; both sides between S Pine Street and S Oakes Street.

The presence and condition of curb ramps within the 1-mile pedestrian travel shed varies. Some intersections are missing curb ramps and others have curb ramps that are noncompliant with current ADA standards. Pedestrian push buttons at intersections in the 1-mile pedestrian travel shed may also be noncompliant with ADA standards. Signal timing at signalized intersections in the station area does not typically include leading pedestrian intervals, referred to as LPIs. LPIs

provide a safety benefit by enhancing the visibility of pedestrians in the intersection and reinforcing vehicles to yield the ROW to pedestrians.

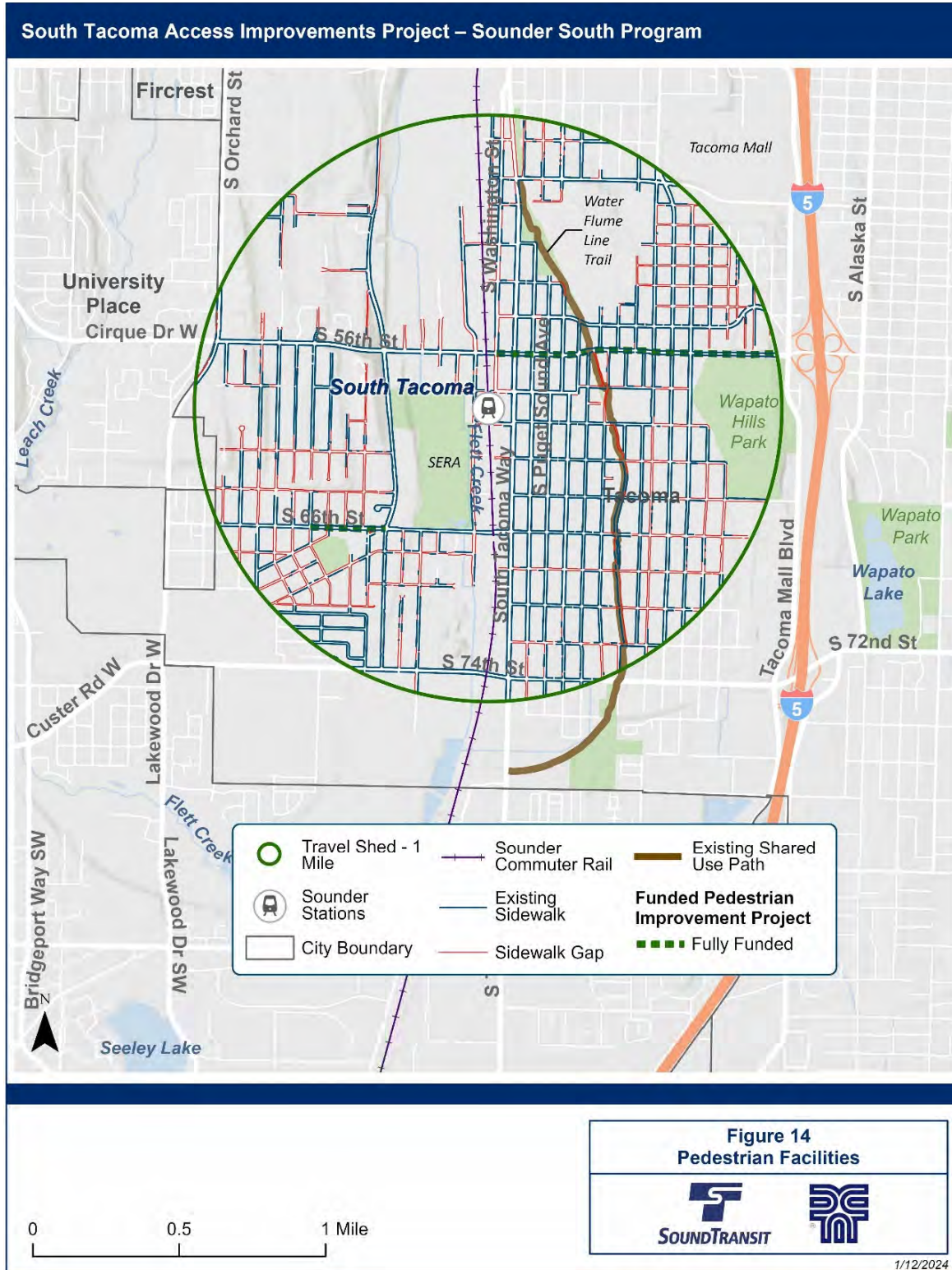


Figure 14 Pedestrian facilities

Bicycle Access

A combination of a shared use path, bicycle lanes, and shared-lane markings on S 58th Street provides direct bicycle access between the South Tacoma Station and the Water Flume Line Trail. The Water Flume Line Trail, which is part of the regional shared use path network, continues northward as a shared use path from S 58th Street to S 47th Street, where it transitions to bicycle lanes along South Tacoma Way to S Pine Street; however, there are intermittent gaps in the continuity of the bicycle facilities in this section. After an existing gap between S Pine Street and S M Street, the trail resumes as a shared use path along South Tacoma Way and S C Street to downtown Tacoma and the Dome District. To the south of S 58th Street, the Water Flume Line Trail continues as a shared use path to the intersection of South Tacoma Way and S 80th Street at the Tacoma city limits border with Lakewood.

Two blocks to the east of the station, bicycle lanes along S Puget Sound Avenue provide a north-south alternative to South Tacoma Way between S 56th Street and S 74th Street.

West of the SERA Campus, bicycle lanes along S Tyler Street connect S 74th Street to the south and S Wright Avenue to the north. The S Tyler Street bicycle lanes also connect to bicycle lanes along S 56th Street, which extend west to the Tacoma border and beyond, into University Place. The bicycle lanes on S Tyler Street are separated from vehicular traffic with paint lines. A horizontal buffer and a vertical barrier from vehicular traffic are not provided with these bicycle lanes.

As shown in Figure 15, few east-west bicycle connections are located within 1 mile of the South Tacoma Station, and there are few connections to areas to the east and west outside of the immediate station vicinity. North-south bicycle lanes are present along S Alaska Street directly to the east of I-5. There are also no bicycle facilities that provide access across SR 16 to the north of the South Tacoma Station. No bicycle facilities that traverse I-5 are present within 1 mile of the station. A bicycle and pedestrian bridge at S 37th Street provides the closest bicycle facility connection across I-5, connecting the Tacoma Mall regional growth center and neighborhoods to the east of I-5. However, no bicycle connections currently exist between the South Tacoma Station and the Tacoma Mall area. Signalized intersections near the South Tacoma Station also lack bicycle detection.

B 14 b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Sound Transit operates Sounder S Line rail service between Lakewood and Seattle, with South Tacoma Station serving as the current route's second-to-last station in the southbound direction. During the weekday morning period, Seattle-bound northbound trains operate every 20 to 30 minutes between 4:30 a.m. and 7 a.m. One additional northbound trip departs Lakewood around 10 a.m., and one southbound trip from Seattle to Lakewood departs around 8 a.m. During the evening period, Lakewood-bound trains in the southbound direction operate every 20 to 45 minutes, arriving at South Tacoma Station between 4:50 p.m. and 7:45 p.m. (Sound Transit 2023a). Thirteen trains operate northbound and southbound, each between Lakewood and Seattle each weekday, for a total of 26 daily trips. Five additional S Line trains (10 total daily trips) operate between Seattle and Tacoma Dome Station in the northbound and southbound directions each weekday.

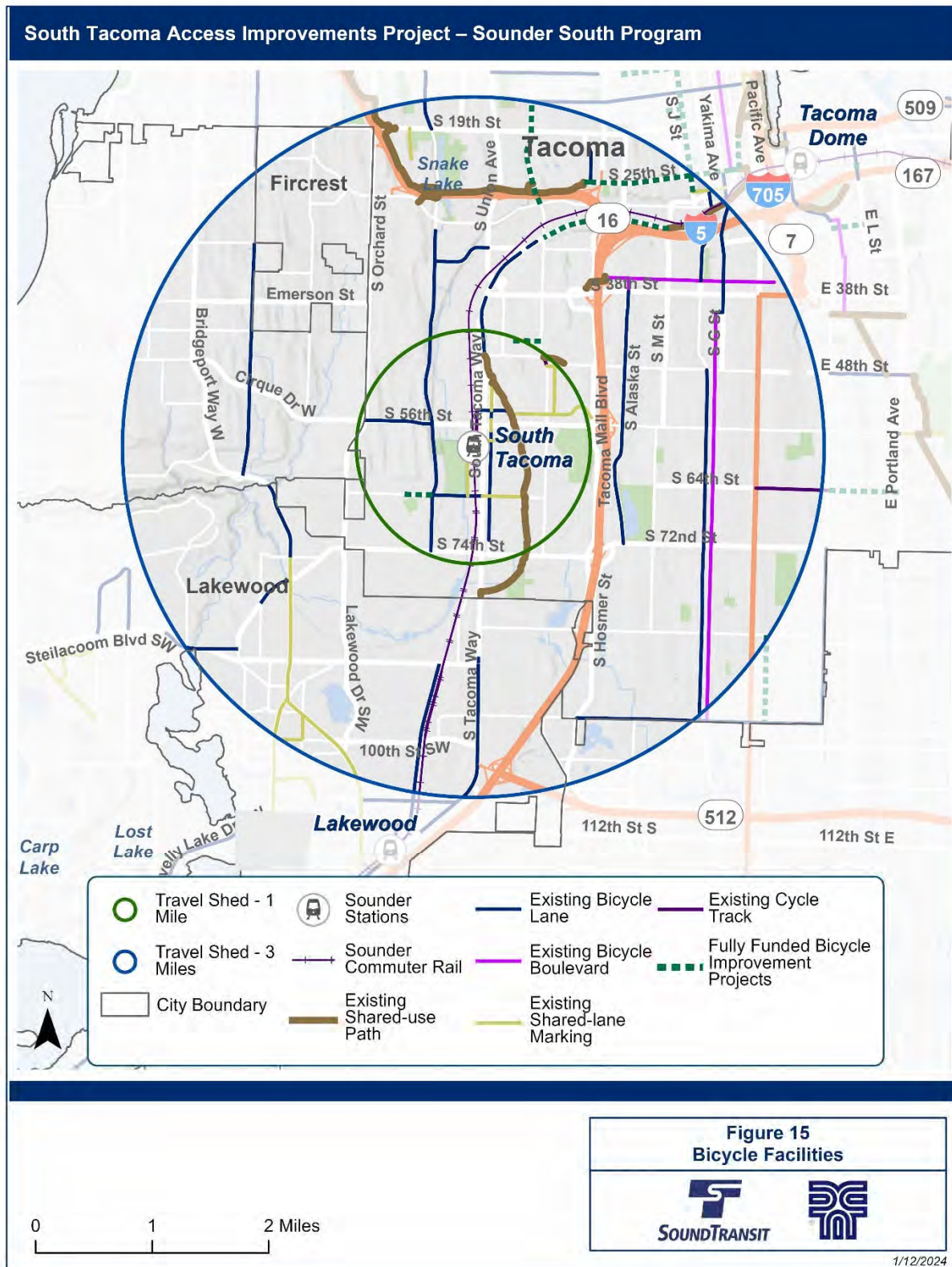


Figure 15 Bicycle facilities

In addition to the Sound Transit S Line rail service between Lakewood and Seattle, Pierce Transit provides bus transit service within 1 mile of the South Tacoma Station (Pierce Transit routes 3, 41, 52, 53, and 202) (see Table 7).

The Tacoma Mall Transit Center is located just more than 1 mile to the northeast of South Tacoma Station; the Tacoma Mall Transit Center is served by Pierce Transit routes 3, 41, 52, 53, 54, 55, and 57 (see Figure 16 and Figure 17).

Sound Transit provides regional express bus service in the vicinity of the South Tacoma Station but does not directly serve it. Five routes, most of which provide service only during the a.m. peak and p.m. peak, connect regional destinations including Tacoma, Sea-Tac Airport, downtown Seattle, and the University of Washington campus in Seattle.

Table 7 Bus transit routes serving stops within 1 mile of station (2023)

Pierce Transit Route # and Description, <i>Major Destination Served</i>	Service Span	Headways (Weekday) in Minutes		Nearest Transfer Point to South Tacoma Station
		Northbound/ Eastbound	Southbound/ Westbound	
		6 a.m. to 9 a.m. 3 p.m. to 6 p.m. All Day	6 a.m. to 9 a.m. 3 p.m. to 6 p.m. All Day	
Route 3 – Lakewood – Tacoma: <i>Lakewood Transit Center SR 512 park-and ride (P&R) Tacoma Mall Transit Center 10th & Commerce Transit Center</i>	16.5 hours	30 30 30–60	30 30 30–60	South Tacoma Way and S 58th Street (450 feet)
Route 41 – S 56th Street – Salishan: <i>Tacoma Mall Transit Center Tacoma Dome Station 10th & Commerce Transit Center</i>	16.5 hours	30 30 30–60	30 30 30–60	S 56th Street and S Fife Street (0.8 mile)
Route 52 – Fircrest – Tacoma Community College ¹ <i>Tacoma Mall Transit Center Tacoma Community College Transit Center</i>	16 hours	30 30 30–60	30 30 30–60	S Warner Street and S 47th Street (0.9 mile)
Route 53 – University Place ² <i>Tacoma Mall Transit Center Tacoma Community College Transit Center</i>	17 hours	30 30 30–60	30 30 (until 5:50 p.m.) 30–60	S 66th Street and S Adams Street (0.4 mile)
Route 202 – 72nd Street: <i>Lakewood Transit Center 72nd Street Transit Center</i>	15.5 hours	30–60 30 30–60	30–60 30–75 30–60	S 74th Street and South Tacoma Way/S Puget Sound Avenue (1 mile)

Source: Pierce Transit 2023 and Sound Transit 2023a.

Notes:

¹ Route 52 travels northbound/westbound in one direction and southbound/eastbound in the other direction. Headways reported are for the trips departing the Tacoma Mall Transit Center in the northbound/eastbound column and trips departing Tacoma Community College in the southbound/westbound column.

² Route 53 travels north, west, south, and east for each trip. Headways reported are for the trips departing the Tacoma Mall Transit Center in the northbound/eastbound column and trips departing Tacoma Community College in the southbound/westbound column.

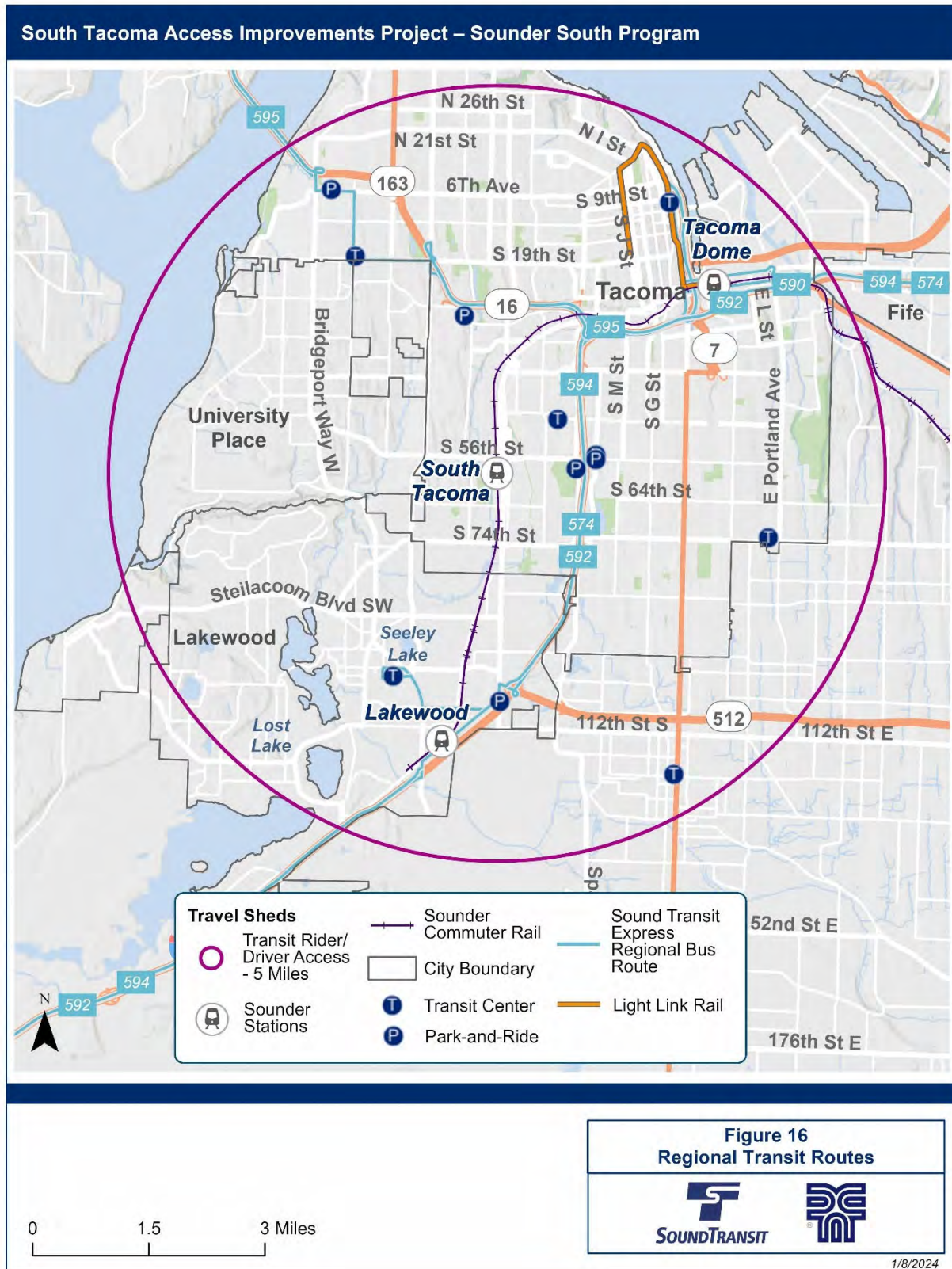


Figure 16 Regional transit routes

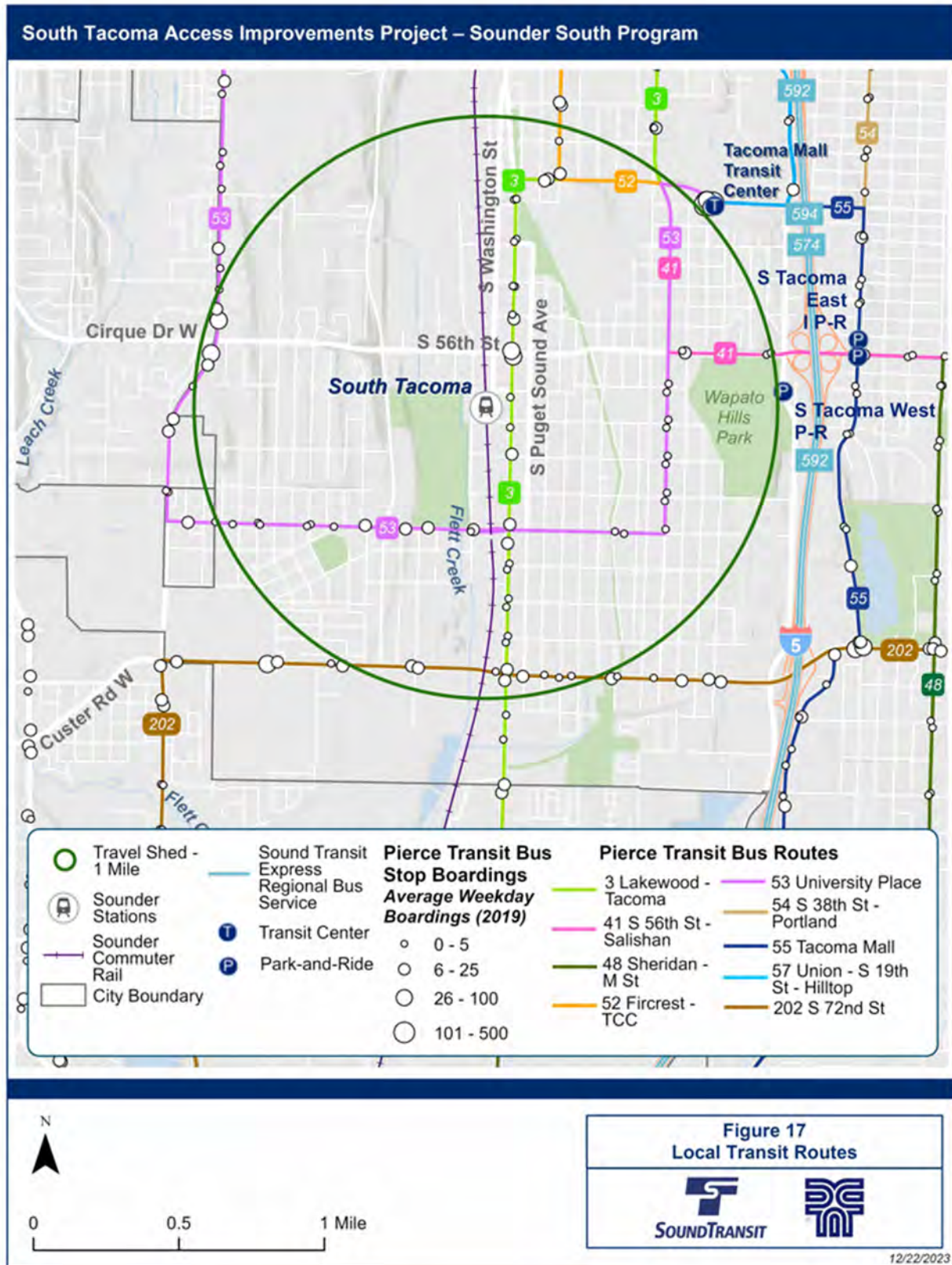


Figure 17 Local transit routes

B 14 c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Yes, in addition to the improvements to the South Tacoma Station, the project would build new improvements for pedestrians, bicycles, and bus transit to the surrounding transportation infrastructure. These improvements to the surrounding transportation infrastructure would include access and non-motorized improvements, for example: driveways, sidewalks, bicycle storage, curb ramps, and pedestrian signal improvements. The access improvements are described in response to Question A11 above and in Table 1.

B 14 d. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project does not occur in the vicinity of water or air transportation. The project is proposed for the purpose of enhancing access for Sounder passengers. The Sound Transit rail line travels north-south through the project area, west of the South Tacoma Station. These tracks are used by Sounder commuter rail, Amtrak passenger trains, and freight trains.

B 14 e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?

Most of the project improvements will make non-motorized improvements and therefore are not expected to generate additional vehicular trips. One proposed improvement project, the SERA Campus Shared Parking Lot, would generate new vehicular trips.

The Institute of Transportation Engineers Parking Generation Manual was used to generate the level and timing of daily use of the new parking lot. The Synchro program was used to model the effects of additional trips on the local transportation system.

The SERA Campus Shared Parking Lot is estimated to generate 19 additional a.m. peak hour trips and 11 additional p.m. peak hour trips per day by automobiles. Based on this trip forecast, it is expected that intersections in the project area would operate similarly to existing conditions (refer to Appendix C – Transportation Technical Report, Parametrix, 2023).

B 14 f. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No, the project would occur in an urban area and would not interfere with, affect, or be affected by the movement of agricultural or forest products on roads or streets in the area.

B 14 g. Proposed measures to reduce or control transportation impacts, if any:

Emergency vehicle access would be maintained through the construction zone at all times. Access to residential and commercial uses would be retained. Road lane closures or detours would be coordinated through approvals from the City of Tacoma. The contractor would prepare and implement a Traffic Management Plan in coordination with Sound Transit and the City of Tacoma.

The proposed access improvements would result in similar or improved conditions in the operation of the project area roads, thus no mitigation for transportation operations is proposed.

B 15. Public Services

B 15 a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

Construction could impact emergency vehicle response times because of temporary lane closures, detours, or other access issues. The access improvements themselves would not increase the need for any public services. They would provide a potential benefit for public transit by improving access.

B 15 b. Proposed measures to reduce or control direct impacts on public services, if any.

Sound Transit would work with contractors, utility providers, and the City of Tacoma to minimize disruption to the transportation network; however, some disruption during construction would still occur. Construction measures would include ensuring that emergency vehicles can safely and quickly pass through the construction zone and that any lane/road closures or detours are communicated to the various emergency service providers. Conditions of the ROW permit for the proposed project would include other required measures such as the development and implementation of a Traffic Management Plan, which outlines in more detail the measures to ensure emergency providers can pass quickly and safely through the construction zone.

B 16. Utilities

B 16 a. Circle utilities currently available at the site:

☐ electricity, ☐ natural gas, ☐ water, ☐ refuse service, ☐ telephone, ☐ sanitary sewer, septic system, other _____

B 16 b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Construction would require the use of water, gasoline and diesel fuel, and electricity. Local fuel providers would supply gas and diesel fuel. Puget Sound Energy provides the electrical service in the project area. Table 8 lists the available utility providers in the project area.

Table 8 Utility providers

Type of Utility	Service Provider
Mobile	AT&T
Storm, Sanitary Sewer, Refuse Service	City of Tacoma
Digital Cable, Internet, Mobile, Phone	Comcast
Internet	Lumen
Electricity, Natural Gas	Puget Sound Energy
Digital Cable, Internet, Phone	Rainier Connect

Type of Utility	Service Provider
Mobile, Internet	T-Mobile
Power, Water	Tacoma Public Utilities
Fiber Optic Internet	ZAYO

Source: DEA 2023.

Electricity is the only utility that is proposed for the completed project. Electricity from Puget Sound Energy would be needed for the following project areas:

South 56th Street Bicycle Pathway:

- New utility poles, luminaires, and new pedestrian-scale lighting between the intersections of S 56th Street/S Madison Street and S 58th Street/S Durango Street.

S 58th Street:

- New utility poles and luminaires installed along S 58th Street between S Washington Street and S Birmingham Street.
- New traffic signal or beacon at S Puget Sound Avenue.
- New traffic signal or beacon at S Oakes Street.

S 60th Street:

- New utility poles and luminaires installed along S 60th Street between S Adams Street and S Warner Street.
- New traffic signal at S 60th Street and South Tacoma Way.
- New pedestrian beacon at S Puget Sound Avenue.

S Puget Sound

- New bicycle video detection at S 56th Street.

South Tacoma Way

- Signal upgrades at S 56th Street, S 58th Street, and S 66th Street.

S Adams Street:

- New utility poles and luminaires installed between S 58th Street and S 66th Street.
- New traffic signal or beacon at S 66th Street.
- Signal upgrade at S 56th Street.

South Tacoma Station:

- Public address system.
- CCTV camera.
- Indicator light on mini-high shelter.
- Possible new pedestrian-scale lighting along north walkway.

SERA Campus Shared Parking Lot:

- Electric vehicle charging stations.
- Illumination internal to the parking lot.

S Fife Street:

- New traffic signal or beacon at S 56th Street.

S 35th Street

- Signal upgrade at S Steel Street.

S Pine Street:

- New pedestrian beacon at S 42nd Street.
- Signal upgrades at S 35th Street, S 36th Street, S 38th Street, S 45th Street, South Tacoma Way, and S Center Street.

S Tyler Street

- Signal upgrade at S 74th Street, S 56th Street and S 36th Street.

S 60th Street Railroad Crossing:

- Railroad crossing gates at the pedestrian crossing and the automatic gate for the two-way bicycle lane.

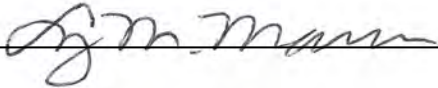
S 56th Street Railroad Crossing:

- If automatic pedestrian gates are installed at S 56th Street, they will require electricity

In addition, the project would relocate power poles and communication lines, and adjust surface utility features such as maintenance holes, valves, and other elements.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of Signee: Lesley M. Maurer_____

Position and Agency/Organization: Senior Environmental Planner, Sound Transit_____

Date Submitted: January 30, 2024_____

References

- David Evans and Associates, Inc. 2023. Utility Technical Memorandum, South Tacoma Station Access improvements Phase 2, Seattle, WA
- DAHP. 2023a. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Electronic document, www.dahp.wa.gov, accessed January 19, 2023.
- DAHP. 2023b. Cemetery Report: St. Mary's Episcopal Church Columbarium (45PI1243). On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.
- Ecology. 2023a. Mandatory Greenhouse Gas Reports. Accessed at: <https://ecology.wa.gov/Air-Climate/Reducing-Greenhouse-Gas-Emissions/Tracking-greenhouse-gases/Mandatory-greenhouse-gas-reports>.
- Ecology. 2023c. Dirt Alert Map. Washington Department of Ecology. Accessed at: <https://apps.ecology.wa.gov/dirtalert/?lat=47.273840&lon=-122.500000&zoom=11>.
- EPA. 2023. U.S. Environmental Protection Agency Greenhouse Gas Equivalencies Calculator. Accessed at: <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator#results>.
- FEMA. 2023. National Flood Hazard Layer Viewer. Federal Emergency Management Agency. Accessed at: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-122.53480493930347,47.185630082235555,-122.45172083285827,47.21478842364888>.
- FTA. 2018. Transit Noise and Vibration Impact Assessment Manual. Accessed at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf
- Hayman. 2015. State of Washington Archaeological Site Inventory Form: 45PI1375 (Asotin's Olde Retaining Wall). On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.
- Historical Research Associates, Inc. 2023. Cultural Resources Technical Report, South Tacoma Station Access Improvements Project Phase 2. Seattle, Washington.
- Michael Minor and Associates. 2023. Noise and Vibration Technical Analysis, South Tacoma Station Access Improvements. Portland, Oregon.
- NPMS. 2023. National Pipeline Mapping System Public Viewer. Accessed at: <https://pvnpm.phmsa.dot.gov/PublicViewer/>.
- Parametrix. 2023. Transportation Technical Report. South Tacoma Access Improvements. Seattle, Washington.
- Pierce Transit. 2023. Transit Route Schedule. Accessed at: <https://www.piercetransit.org/pierce-transit-routes/>.
- Shannon & Wilson. 2023. Hazardous Materials Data for South Tacoma SEPA Checklist Memorandum. Seattle, Washington.

- Sound Transit. 1998. Tacoma to Seattle Commuter Rail Environmental Assessment.
- Sound Transit. 2002. Lakewood to Tacoma Commuter Rail Environmental Impact Statement. May 2002.
- Sound Transit. 2014. Final Environmental Impact Statement on the Regional Transit Long-Range Plan.
- Sound Transit. 2016. Sound Transit 3 – The Regional Transit System Plan for Central Puget Sound. June 2016. Accessed at: <https://www.soundtransit.org/sites/default/files/project-documents/st3-system-plan-2016.pdf>.
- Sound Transit. 2019. System Access Strategic Plan Passenger Access Survey Report. Sound Transit, Seattle, Washington.
- Sound Transit. 2019e. System Access Strategic Plan Passenger Access Survey Report. Sound Transit, Seattle, Washington.
- Sound Transit. 2020. Sounder South Strategic Development & Implementation Plan. Sound Transit, Seattle, Washington. Accessed at: <https://www.soundtransit.org/sites/default/files/documents/sounder-south-strategic-plan-final.pdf>.
- Sound Transit. 2021. Phase 1 South Tacoma Station Access Improvements Report. Accessed at: <https://www.soundtransit.org/sites/default/files/documents/South-Tacoma-Station-Access-Improvements-Phase-1-Report.pdf>
- Sound Transit. 2023. Sound Transit Requirements Manual. Available at: <https://www.soundtransit.org/sites/default/files/documents/st-requirements-manual.pdf>
- Sound Transit. 2023a. Sounder Train Schedule. Accessed at: <https://www.soundtransit.org/sites/default/files/documents/schedule-sounder.pdf>.
- Tacoma. 2021. City of Tacoma 2030 Tacoma Climate Action Plan. November 2021. Accessed at: https://www.cityoftacoma.org/UserFiles/Servers/Server_6/File/cms/enviro/Sustain/CAP%20Final/Tacoma%20CAP.pdf.
- Tacoma. 2023. City of Tacoma Development Assistance and Review Team (DART) Map. Accessed at: <https://www.tacomapermits.org/dart-map>.
- Washington Noxious Weed Control Board. 2021. Noxious Weed Search. Accessed at: <https://www.nwcb.wa.gov/identify-a-noxious-weed>.
- USDA. 2023. U.S. Department of Agriculture Natural Resources Conservation Service Web Soil Survey Online Mapper. Accessed at: <https://websoilsurvey.nrcs.usda.gov/app/>.
- USFWS. 2023. U.S. Fish and Wildlife Service Information for Planning and Consultation (IPaC) website. Accessed at: <https://websoilsurvey.nrcs.usda.gov/app/>.
- USGS. 2023. U.S. Geological Survey Map of Waterfowl Migration Routes in the Pacific Flyway. Accessed at: <https://www.usgs.gov/media/images/map-waterfowl-migration-routes-pacific-flyway>.

Appendix A

Noise and Vibration Technical Analysis

Noise and Vibration Technical Analysis

South Tacoma Station Access Improvements

AE 0145-17 STSAI 02.02

August 2023

**Lead Noise and Vibration Specialist:
Michael Minor
Michael Minor and Associates**

**David Evans and Associates, Inc.
801 Second Avenue, Suite 200
Seattle, WA 98104**

Table of Contents

1	INTRODUCTION.....	1
2	PROJECT DESCRIPTION	1
2.1	S 58th Street and S 60th Street Connections (A1, A27, A46, A24, A28, A51, A56, A42, A54) – Priority 1	3
2.2	S 56th Street Bicycle Pathway (A58) – Priority 1.....	3
2.3	Station Area Improvements (A25, A48, A55, E1, E2, E4, E7, E8, E9) – Priority 1	4
2.4	S Adams Street Connections (A23, A23A, A23B, A26, B2, B3) – Priority 1.....	4
2.5	S Pine Street Connection to Water Flume Line Trail (A41.A) – Priority 1	5
2.6	S Fife Street Bicycle Boulevard (A40) – Priority 1	5
2.7	Bus and Bus Stop Improvements (B5, B6, B7, B8, B10) – Priority 1	5
2.8	Other Bike Connections (A9, A37) – Priority 1	5
2.9	Other Potential Improvements (A49, A50, E11) – Priority 1.....	6
2.10	S. Tyler Street Protected Bike Lanes (A43) – Priority 2.....	6
2.11	S 60th Street east of S Puget Sound Avenue (A29) – Priority 2	6
2.12	S Washington Street Sidewalks (A21) – Priority 2.....	6
2.13	S 45th Street Bicycle Sharrows – Priority 2.....	6
2.14	SERA Campus Shared Parking Lot (D1) – Priority 2.....	7
2.15	S. 66th Street Bike Lanes (A4) – Priority 2.....	7
3	INTRODUCTION TO NOISE AND VIBRATION	7
3.1	Introduction to acoustics	7
3.2	General rules related to community noise	9
3.3	Decibel mathematics.....	9
3.4	Introduction to vibration.....	10
4	METHODS.....	11
4.1	FTA transit operational noise criteria.....	11
4.2	Local noise control ordinance	13
4.2.1	WAC noise control ordinance	14
4.2.2	WAC construction noise criteria.....	14
4.2.3	Construction haul truck noise criteria.....	15
4.2.4	Construction noise related to backup alarms	15
4.3	Vibration impact criteria.....	15
4.3.1	Construction vibration.....	15

5	AFFECTED ENVIRONMENT	16
5.1	Existing land uses	16
5.2	Zoning and comprehensive land use plan design.....	28
5.3	Planned and permitted projects.....	28
5.4	Structure removal due to project construction	28
5.5	Measured noise levels and sources	28
6	NOISE AND VIBRATION EVALUATION AFFECTED ENVIRONMENT.....	29
6.1	Construction noise analysis	29
6.1.1	Demolition, site preparation, and utilities relocation construction noise...	30
6.1.2	Roadway improvement construction and paving activities	30
6.1.3	Miscellaneous activities	30
6.1.4	Construction noise summary	31
6.2	Construction vibration analysis.....	31
6.3	Operational noise analysis	32
6.4	Operational vibration analysis	35
7	PROJECT MITIGATION	35
7.1	Construction noise mitigation	35
7.2	Construction vibration mitigation	36
7.3	Operational noise mitigation.....	36
7.4	Operational vibration mitigation.....	36
8	REFERENCES.....	36

Figures

Figure 2-1	General vicinity map with an overview of proposed improvements.....	2
Figure 3-1	Typical A-weighted sound levels	8
Figure 3-2	Typical Ldn levels	9
Figure 3-3	Typical RMS vibration levels	11
Figure 4-1	FTA noise impact criteria	13
Figure 5-1	Index map	19
Figure 5-2	Northeast land use map	20
Figure 5-3	Northwest land use map	21
Figure 5-4	North Central land use map	22
Figure 5-5	Central East land use map	23
Figure 5-6	Central West land use map	24
Figure 5-7	Central land use map	25
Figure 5-8	Southeast land use map	26
Figure 5-9	Southwest land use map	27
Figure 6-1	Maximum noise level versus distance for typical construction phases.....	31
Figure 6-2	Parking lot noise analysis locations.....	33

Tables

Table 3-1	Examples of simplified decibel addition.....	10
Table 4-1	Maximum allowable noise levels by land use type	14
Table 4-2	WAC exemptions for short-term noise exceedances	14
Table 4-3	Cosmetic structural damage criteria	15
Table 5-1	Noise measurement results	28
Table 6-1	Noise levels for typical construction phases	30
Table 6-2	Construction vibration impact levels at 25 feet	32
Table 6-3	Parking lot noise analysis.....	34

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
dB	Decibels
dBA	A-weighted decibel sound levels
EDNA	Environmental Designation for Noise Abatement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
Hz	Hertz
I-5	Interstate 5
in./sec.	inch(es) per second
Ldn	Day-Night Equivalent Sound Level
Leq	Equivalent Sound Level
Lv	Velocity in decibels
mph	miles per hour
PPV	peak particle velocity
RMS	Root Mean Square
ROW	Right-of-Way
SERA	South End Recreation & Adventure
VdB	Vibration Velocity Level
WAC	Washington Administrative Code

1 INTRODUCTION

The Central Puget Sound Regional Transit Authority's (Sound Transit) current Sounder Commuter Rail System includes two operating lines, Sounder North and Sounder South.

Sound Transit is planning to expand Sounder South rail capacity to meet future anticipated demand in King and Pierce Counties, Washington. In its capacity as lead agency, Sound Transit is reviewing this Project under the State Environmental Policy Act (SEPA). SEPA requires that project proponents identify possible environmental impacts that may result from government decisions, including impacts from noise. In addition, potential impacts from vibration are evaluated as an element of construction-related impacts.

The purpose of this memorandum is to summarize the results of the noise and vibration analysis for the South Tacoma Station Access Improvements Project (project). The analysis follows the methods for a general noise assessment as provided in the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual*, September 2018 (FTA Manual) (FTA 2018). In addition, because project construction is the main noise source, the maximum permissible sound levels from construction activities are governed by the City of Tacoma noise ordinance, found in Chapter 8.122 of the Tacoma Municipal Code and the Washington State Administrative Code (WAC), Chapter 173-60 (Maximum Environmental Noise Levels).

A project description and vicinity map follow along with an introduction to acoustics, regulatory information, methods of analysis, operational and construction analysis results and, where required, project mitigation measures.

2 PROJECT DESCRIPTION

The improvements included in this analysis are a result of the alternative analysis conducted in Phase 1 of the South Tacoma Station Access Improvements Project. The Phase 1 analysis identified two tiers of projects identified as Potential Improvements (herein titled Priority 1) and Possible Alternates (herein titled Priority 2). Three key criteria were used to identify Priority 1 and Priority 2 projects. These criteria were:

- Improves connections for underserved communities.
- Addresses a substantial travel barrier.
- Located within proximity of the station.

For the purposes of the environmental analysis, all Priority 1 and Priority 2 projects are included. The proposal consists of several individual improvements designed to improve access and connections to and from the South Tacoma Sounder Station. Sound Transit proposes to improve access to the South Tacoma Sounder Station and surrounding area by improving walking, bicycling, and bus facilities. Proposed improvements include new and updated sidewalks, Americans with Disabilities Act (ADA) compliant ramps, and bike lanes.

Figure 2-1 provides vicinity map with an overview of the study area with descriptions of the improvements outlined in the following sections.

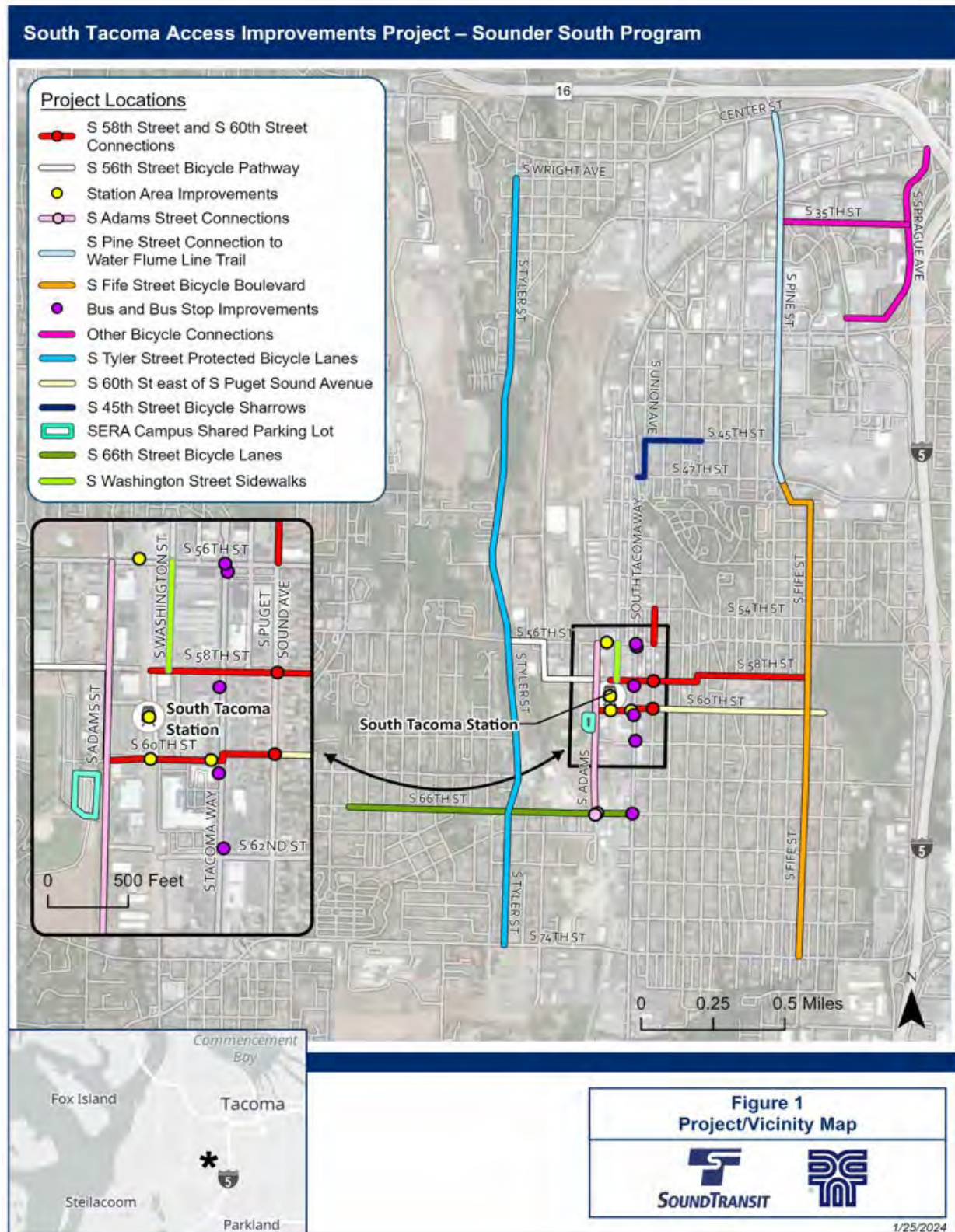


Figure 2-1 General vicinity map with an overview of proposed improvements

2.1 S 58th Street and S 60th Street Connections (A1, A27, A46, A24, A28, A56, A42, A54) – Priority 1

The improvements proposed within the S 58th Street and S 60th Street corridors would facilitate crossing South Tacoma Way (a principal arterial) and connect the station to neighborhoods to the east, the Water Flume Line Trail, Edison Elementary School, and Wapato Hills Park.

The improvements along S 58th Street include the following:

- Provide sidewalks on south side of S 58th Street from the station to South Tacoma Way, upgrade curb ramps, and mark crosswalks.
- Provide protected bike lanes on S 58th Street from the station to South Tacoma Way, including bike and pedestrian priority at the signal on South Tacoma Way.
- Improve bicycle and pedestrian crossings at the Puget Sound Avenue intersection with striping or other priority treatments and improve the crossing for pedestrians.
- Construct sidewalk, curb ramps, and bike boulevard improvements from S Lawrence Street to S Fife Street.

The improvements along S 60th Street include the following:

- Construct bike facilities on the north side of S 60th Street from S Adams Street to South Tacoma Way and transitioning to a bike boulevard to S Puget Sound Avenue.
- Provide a signalized pedestrian crossing at S 60th Street and South Tacoma Way and upgrade intersection crossing of S 60th Street and S Puget Sound Avenue to include pedestrian and bicycle safety treatments.
- Install curb ramps, gutter, lighting, and sidewalk on north side of S 60th Street between S Adams Street and South Tacoma Way. Include crossing at South End Recreation & Adventure (SERA) Campus entrance at S Adams Street and S 60th Street.

Additional elements that may be included along South Tacoma Way in the vicinity of S 56th Street and S 58th Street are installing station wayfinding, plantings trees along the curb line, and reducing the South Tacoma Way travel way width by providing parking in select locations.

This project grouping also includes extending the existing bike lanes on S Puget Sound Avenue to include the section between S 54th Street and S 56th Street and to include bicycle detection at S 56th Street/S Puget Sound Avenue.

2.2 S 56th Street Bicycle Pathway (A58) – Priority 1

A bicycle and pedestrian travel way would be constructed between S Tyler Street and the station to provide the ability for bicyclists and pedestrians to travel to the west and avoid S 56th Street between the station and S Madison Street. This facility includes:

- A shared sidewalk facility on S 56th Street between S Tyler Street and S Madison Street.
- A shared use path facility on S Madison Street between S 56th Street and northern boundary of the SERA Campus.
- Continue shared use path facility along northern edge of the SERA Campus between S Madison Street and S Adams Street. This path would tie into improvements on S 60th Street connecting S Adams Street and the station described in Section 1.1 above.

2.3 Station Area Improvements (A48, A55, E1, E2, E4, E7, E8, E9) – Priority 1

The station area improvements at South Tacoma Station are proposed to enhance access conditions for sight impaired, non-English-speaking, and disabled persons and to support non-motorized access. These include the following upgrades to the station:

- Provide parking for micromobility modes such as scooters and bicycles.
- Install a public address system.
- Provide additional security cameras with signage notifying that cameras are active located at the station and in the parking lot.
- Provide accessible wayfinding for sight impaired persons including brail for ticketing and tactile strips between platform and drop-off areas on S Washington Street.
- Provide signage for non-English-speaking persons.
- Provide a mini-high shelter (shelters designed for ADA access to transit) so riders with mobility needs for level boarding can wait closer to where they board the train.
- Improve non-motorized crossings at both at-grade crossings of S 56th Street and S 60th Street with sidewalk crossing arms and 4-quadrant crossing arms, additional warning signage, and other accessibility improvements.

In addition, ADA compliant curb ramps will be retrofitted/upgraded at 35 sidewalk locations within 0.5 mile of the station. Station area sidewalks will be constructed and improved within 0.5 mile of the station. The park-and-ride at S 60th Street, where riders wait while trains cross, will be provided with additional protection from the elements along the southern portion of the platform.

Wayfinding will be improved for traffic from the northeast to the station (via South Tacoma Way or via S Washington Street), from northwest, and from south (for drop-off rather than parking). Wayfinding will also be provided for non-motorized users from South Tacoma Way.

2.4 S Adams Street Connections (A23, A23A, A23B, A26, B2, B3) – Priority 1

Sidewalk and crossing improvements will be constructed on S Adams Street between S 56th Street and S 66th Street. Three options were developed for this corridor including:

- Add bike lanes and complete sidewalks on both sides of S Adams Street between S 56th and S 66th streets. This option would include crosswalks and ADA ramp upgrades at S Adams Street/S 60th Street and remove parking on one side of the street to accommodate the improvements within City right-of-way (ROW) (A23).
- Complete sidewalks on east side of S Adams Street and add shared use path on west side of street. This option would include crosswalks and ADA ramp upgrades at S Adams Street/S 60th Street, reduce vehicle lane widths and move western curb to the east to accommodate the improvements within the City ROW, and remove parking in limited areas (A23A).
- Complete sidewalks on both sides of S Adams Street and add shared use path on west side of street within Metro Parks ROW. This option would include crosswalks and ADA ramp upgrades at S Adams Street/S 60th Street, utilizing both City ROW and Metro Parks ROW to accommodate the improvements, and removes parking in limited areas (A23B).

- Provide signalized pedestrian crossing of S 66th Street at S Adams Street to facilitate transit access, bike connectivity, stripe crosswalks, and upgrade ADA ramps (A26).
- At the S Adams Street intersection with S 66th Street, provide improved passenger amenities, including shelter, pedestrian-scale lighting, and a bench (B2, B3).
- There are two options to replace parking removed with S Adams Street non-motorized improvements: (1) potential additional parking areas within existing City right of way on the north side of S 58th Street between S Durango Street and S Adams Street (Extra Parking Option 1) and (2) additional parking spaces in ROW on the east side of S Adams Street from S 64th Street to approximately 300 feet to the south (Extra Parking Option 2).

2.5 S Pine Street Connection to Water Flume Line Trail (A41.A) – Priority 1

S Pine Street provides a north-south connection between the station area and the employment center near the Tacoma Mall area. This project would construct bicycle lanes on S Pine Street from S Center Street to S 47th Street by removing through or turn lanes. S Pine Street turns into S Oakes Street approaching S 47th Street. These bicycle lanes would tie into the S Fife Street improvement described below.

2.6 S Fife Street Bicycle Boulevard (A40) – Priority 1

The project would include a bike boulevard on S Fife Street from S 48th Street to S 74th Street. At the north end, the corridor turns onto S 48th Street to S Oakes Street and on S Oakes Street between S 48th Street and S 47th Street, thus tying into the S Pine Street bicycle lanes described in Section 2.5 above.

The S Fife Street bicycle boulevard would include a pedestrian signal at S 56th Street and vehicle turn restrictions to safely support movement of bicyclists and pedestrians across the S 56th Street arterial.

2.7 Bus and Bus Stop Improvements (B5, B6, B7, B8, B10) – Priority 1

Pierce Transit Route 3 runs up South Tacoma Way from the Lakewood Transit Center and extends north through the project area serving the access improvements. A number of transit stops, ROW, and intersections in this area are proposed for improvements. These are described in more detail below.

The project will provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting at South Tacoma Way intersections with S 56th, S 58th, and S 62nd streets. Intersection improvements along South Tacoma Way will also include transit signal priority at intersections along South Tacoma Way (S 56th Street, S 58th Street, and S 66th Street).

2.8 Other Bike Connections (A9, A37) – Priority 1

The project includes bicycle improvements along the following corridors:

- S Sprague Avenue – Would construct bike lanes on S 37th Street/S Sprague Avenue from South Tacoma Way to S Steele Street. This would provide a connection to the non-motorized crossing of Interstate 5 (I-5) at S 37th Street. (The nearest I-5 crossing for

bicycles and pedestrians is half a mile to the north or south, and those crossings do not provide separation for bicyclists and pedestrians from vehicles.)

- S 35th Street Bike Lanes – Would construct bike lanes on S 35th Street between S Pine Street and S Sprague Street, connecting S Sprague Avenue and the S 37th Street crossing to the improved north-south S Pine Street corridor bike lanes.

2.9 Other Potential Improvements (A49, A50, E11) – Priority 1

Other potential improvements include the following:

- Leading Pedestrian Intervals at Signals – Upgrade signals to include leading pedestrian intervals at signalized intersections within 0.25 mile; include accessible pedestrian signals and no right turn on red (static or actuated signage).
- Bike Detection Intersection Upgrades – Include bike detection at select intersections along existing bike routes within 0.25 mile of station.
- Street Lighting Improvements – Install street lighting on priority roadways within 0.25 mile of the station.

2.10 S. Tyler Street Protected Bike Lanes (A43) – Priority 2

S Tyler Street serves as a primary north-south route for bikes adjacent to the station, to the north. The project would add horizontal and vertical protection to existing bicycle lanes from S 74th Street to S Wright Avenue by removing turn or through lanes.

2.11 S 60th Street east of S Puget Sound Avenue (A29) – Priority 2

The area east of S Puget Sound Avenue and bounded by S 56th Street, S Wapato Street, and S 66th Street includes approximately 0.5 square mile of residents and includes Edison Elementary School, Wapato Hills Park, and the Water Flume Line Trail. This improvement would add sidewalks and bike boulevard treatments on S 60th Street between S Puget Sound Avenue and S Prospect Street, providing for a connection from this area to and from the South Tacoma Station.

2.12 S Washington Street Sidewalks (A21) – Priority 2

The section of S Washington Street connecting the station to the north does not include sidewalks. This project would construct sidewalks on the western side of the street between S 56th Street and S 58th Street.

2.13 S 45th Street Bicycle Sharrows – Priority 2

Bicycle sharrows will be added to S 45th Street from S Union Avenue to S Lawrence Street, and extend along S Union Avenue to connect to the Water Flume Line Trail/S 47th Street/South Tacoma Way.

2.14 SERA Campus Shared Parking Lot (D1) – Priority 2

Improvements to existing parking at the SERA Campus will include expanding the existing SERA parking lot, located west of the South Tacoma Station, by an additional 50 parking stalls and improvements to parking, including parking management, to allow for shared parking. Project includes accessible connecting routes to and street crossing of S Adams Street.

2.15 S. 66th Street Bike Lanes (A4) – Priority 2

Add protected bike lanes and upgrade existing bike lanes to protected bike lanes on S 66th Street from S Orchard Street to S Puget Sound Avenue.

3 INTRODUCTION TO NOISE AND VIBRATION

This section introduces acoustics and vibration. It also includes discussion of the typical noise and vibration measurement descriptors that are used in this report to document the noise and vibration levels for the construction and operation of the proposed project.

3.1 Introduction to acoustics

What we hear as sound is a series of continuous air pressure fluctuations superimposed on the atmospheric pressure that surrounds us. The amplitude of fluctuation is related to the energy carried in a sound wave; the greater the amplitude, the greater the energy and the louder the sound. The full range of sound pressures encountered in the world is so great that it is more convenient to compress the range by using a logarithmic scale, resulting in the fundamental descriptor used in acoustics, the sound pressure level, in decibels (dB). When sounds are unpleasant, unwanted, or disturbingly loud, we tend to classify them as noise.

Another aspect of sound is the quality described as its pitch. Pitch is established by frequency, which is a measure of how rapidly a sound wave fluctuates as measured in cycles per second or Hertz (Hz). Most sounds are a composite of many individual frequencies. When a sound is analyzed, its energy content at individual frequencies is displayed over the frequency range of interest, usually the range of human audibility, from about 20 Hz to about 20,000 Hz. This display is called a frequency spectrum.

Sound is measured using a sound level meter with a microphone designed to respond accurately to all audible frequencies. The human hearing system does not respond equally to all frequencies. Low frequency sounds below about 400 Hz are progressively and severely attenuated, as are high frequencies above 8,000 Hz. To approximate the way humans interpret sound, a filter circuit with frequency characteristics similar to the human hearing mechanism is built into sound level meters. Measurements with this filter enacted are called A-Weighted Sound Levels, expressed in dBA.

Community noise is usually characterized in terms of the A-weighted sound level. Figure 3-1 Typical A-weighted sound levels illustrates the A-weighted levels of common sounds. When sounds exceed 110 dBA, there is a potential for hearing damage, even with relatively short exposures. In quiet suburban areas far from major freeways, the noise levels during the late-night hours will drop to about 30 dBA. Outdoor noise levels lower than this only occur in isolated areas where there is a minimum of natural noises such as leaves blowing in the wind, crickets, or flowing water.

Another characteristic of environmental noise is that it is constantly changing. The increase in noise level that occurs when a train passes is an example of a short-term change. The lower average noise levels during nighttime hours, when human activities are at a minimum, and the higher noise levels during daytime hours are daily patterns of noise level fluctuation. The instantaneous A-weighted sound level is insufficient to describe the overall acoustic “environment.” A more useful descriptor is the Day-Night Equivalent Sound Level, Ldn, which is defined as the 24-hour equivalent sound level (Leq) but with a 10 dB penalty assessed to noise events occurring at night (defined as 10 p.m. to 7 a.m.). The effect of this penalty is that any event during the nighttime hours is equivalent to 10 events during the daytime hours. This strongly weights Ldn toward nighttime noise to reflect the fact that most people are more easily annoyed by noise during the nighttime hours, when background noise levels are lower and most people are sleeping.

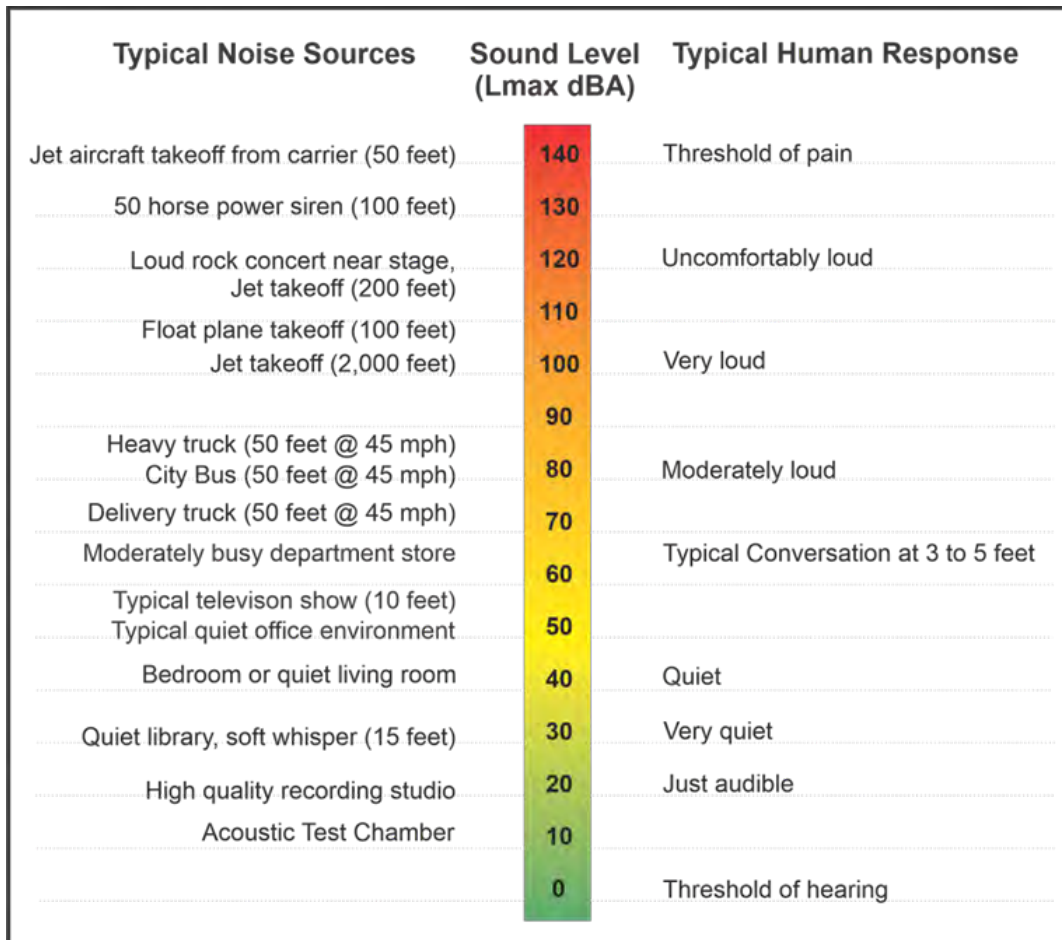
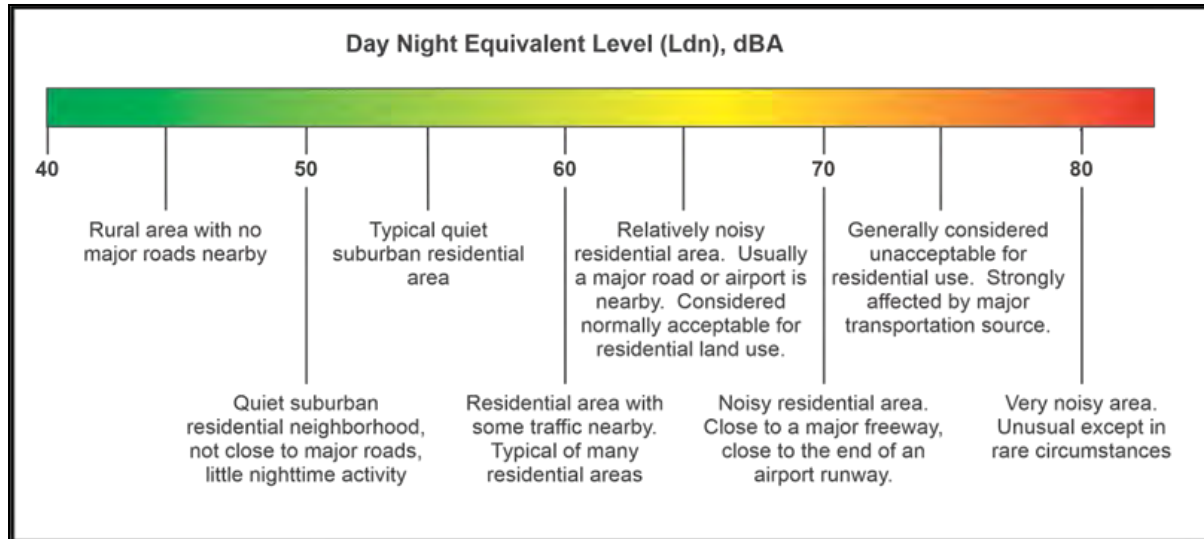


Figure 3-1 Typical A-weighted sound levels

Environmental impact assessments for high-capacity transit projects in the United States typically use Ldn to describe the community noise environment. Studies of community response to a wide variety of noises indicate that Ldn is a good measure of the noise environment. Efforts to derive measures that are better correlated to community response have not been successful, although there are still efforts in the acoustical community to develop improved measures.

Figure 3-2 shows typical community noise levels in terms of Ldn. Most urban and suburban neighborhoods will be in the range of Ldn 50 dBA to 70 dBA. An Ldn of 70 dBA is a relatively noisy environment that might be found at buildings on a busy surface street, close to a freeway

or near a busy airport. It would usually be considered unacceptable for residential land use without special measures taken to enhance outdoor-indoor sound insulation. Residential neighborhoods that are not close to major sound sources will usually be in the range of Ldn 55 dBA to 60 dBA. If there is a freeway or moderately busy arterial nearby or any nighttime noise, Ldn is usually in the range of 60 dBA to 65 dBA.



Source: FTA 2018.

Figure 3-2 Typical Ldn levels

3.2 General rules related to community noise

Some general rules related to community noise are:

- A 3 dB change is the minimum most people can detect in most environments.
- Under free-field conditions, where there are no reflections or additional attenuations, a point sound source is known to decrease at a rate of 6 dB for each doubling of distance. This is commonly known as the inverse square law. For example, a sound level of 70 dB at a distance of 100 feet would decrease to 64 dB at 200 feet. However, traffic on a busy roadway is a line source, which reduces at approximately 3 dB for each doubling of distance.
- Sounds such as sirens, bells, and horns are more noticeable and more annoying than normal noise.
- A 10 dB increase in sound level is perceived as an approximate doubling of the loudness of the sound and represents a substantial change in loudness.

3.3 Decibel mathematics

An important factor to recognize is that noise is measured on a decibel scale and combining two noise sources is not achieved by simple addition. For example, combining two 60 dB noise sources does not give 120 dB (which is near the pain threshold), but yields 63 dB, which is lower than the volume at which most people listen to their TVs. For reference, if two noise sources are 10 dB apart, for example 50 dB and 60 dB, the sum of the two noise levels will simply be the louder of the two, in this case 60 dB. This is to say that for similar noise sources

that are 10 dB apart in magnitude, a person would only be able to hear the louder of the two sources.

Examples of simplified decibel addition (Table 3-1), based on the difference between the two levels, are provided below for reference, to aid in the understanding of the total project noise and impact analysis presented in this report.

Table 3-1 Examples of simplified decibel addition

Difference between the two noise sources	Amount added to the higher of the two noise levels
0 to 1 dB	3 dB
2 to 3 dB	2 dB
4 to 9 dB	1 dB
10 dB or more	0 dB

This information is important, because it is used to add the new noise (the noise related to the project) to the existing measured noise levels along the project corridor, providing the new total noise with the project. For example, if the proposed project would generate noise was 4 dB to 9 dB below the existing noise levels, the project-related increase would be approximately 1 dB or less, an increase which is not perceptible to an average person.

3.4 Introduction to vibration

Ground-borne vibration consists of oscillatory waves that propagate from the source through the ground to adjacent buildings. Although the vibration is sometimes noticeable outdoors, it is almost exclusively an indoor problem. The primary concern is that the vibration and radiated noise can be intrusive and annoying to building occupants.

Factors that influence the amplitude of ground-borne vibration from vehicles include vehicle suspension parameters, condition of the wheels, type of building foundation, the properties of the soil and rock layers through which the vibration propagates, and the condition of the roadway.

Although all vehicular traffic causes some level of ground-borne vibration, the vibration is not usually perceptible because of the vibration isolation characteristics of the pneumatic tires and suspension systems. For vehicles with rubber tires, most of the vibration produced is absorbed by the tires and the suspension system, and vibration is usually only a problem if the roadway surface is very rough or has potholes and other abnormalities.

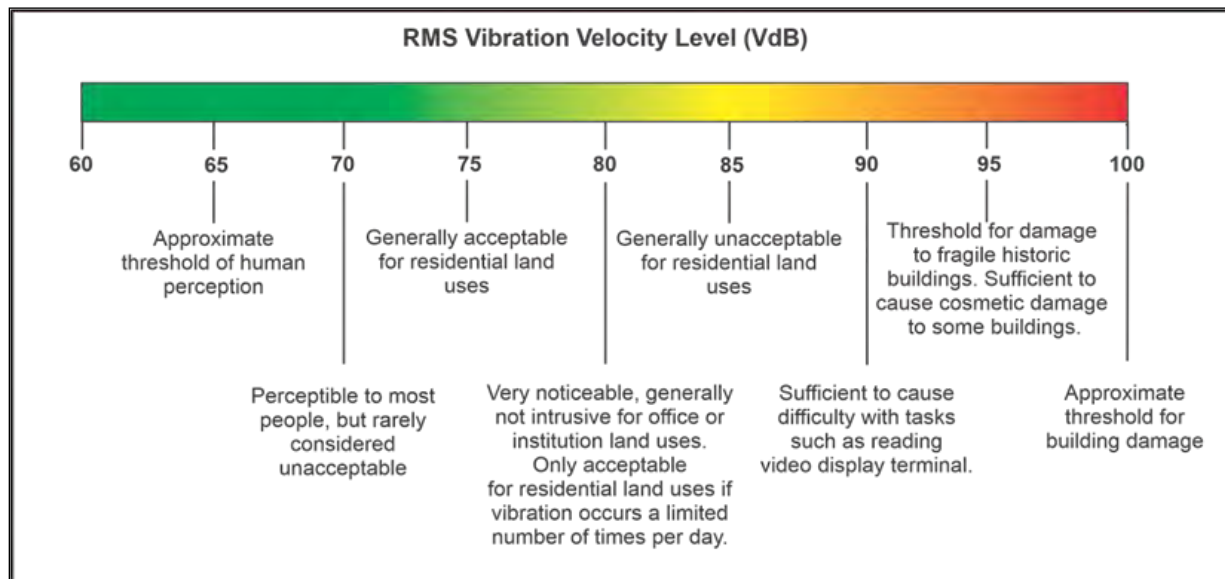
Vibration velocity is usually given in terms of either inches per second or decibels. The following equation defines the relationship between vibration velocity in inches per second and decibels:

$$Lv = 20 \times \log (V/V_{ref})$$

where V is the velocity amplitude in inches/second; Vref is 10⁻⁶ inches/second; and Lv is the velocity level in decibels.

The abbreviation VdB is used for vibration decibels in this report, to minimize confusion with sound decibels. Figure 3-3 provides a general idea of human and building response to different levels of vibration. Existing background building vibration is usually in the range of 40 VdB to 50 VdB, which is well below the range of human perception. Although the perceptibility threshold is about 65 VdB, human response to vibration is usually not bothersome unless the Root Mean Square (RMS) vibration velocity level exceeds 70 VdB. Buses and trucks rarely create vibration

that exceeds 70 VdB unless there are large bumps or potholes in the road and the travel lanes are close to the structure.



Source: FTA 2018.

Figure 3-3 Typical RMS vibration levels

4 METHODS

This section provides an overview of the methods used to predict noise and vibration levels related to the project, as well as criteria used to determine project related impacts. The ambient noise measurement methods used complied with the FTA noise assessment guidance. The methodology addresses both the long-term operational impacts and the short-term construction impacts related to the project. Long-term operational impacts are related to system operation after construction. Short-term construction impacts are related only to noise and vibration generated during project construction.

The assessment of potential noise and vibration impacts from the project was based on the current FTA Manual (2018). Other regulatory information and ordinances reviewed and applicable to the project include the WAC and the noise control ordinance from the City of Tacoma.

In addition to analyzing noise and vibration from operation of the project, this report discusses noise and vibration from construction of the project. The methods for analyzing construction noise and vibration follow the methods given in the FTA Manual (2018) and the Federal Highway Administration (FHWA) Roadway Construction Noise Model (FHWA 2006) was used to provide an estimate of the project construction noise levels. Local noise control regulations and ordinances for construction noise were reviewed and summarized in the following sections.

4.1 FTA transit operational noise criteria

Transit operational noise impacts of the project were determined based on the criteria defined in the FTA Manual (2018). The FTA noise impact criteria are based on documented research on community reaction to noise and on change in noise exposure rated using a sliding scale.

Although more transit noise is allowed in neighborhoods with high levels of existing noise, as existing noise levels increase, smaller increases in total noise exposure are allowed than in areas with lower existing noise levels. The FTA noise impact criteria group noise-sensitive land uses into the following three categories:

Category 1: Tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, and land uses that rely upon a quiet background, such as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use. Also included in this category are recording studios and concert halls.

Category 2: Residences and buildings where people normally sleep. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.

Category 3: Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study, cemeteries, monuments, museums, campgrounds, and recreational facilities are also considered to be in this category. Certain historical sites and parks are also included, but their sensitivity to noise must be related to their defining characteristics, and generally parks with active recreational facilities are not considered noise sensitive.

It is important to note that no criteria exist for noise impacts to commercial or industrial uses, including most office buildings, restaurants, or other commercial uses, because activities within these buildings are compatible with higher noise levels; unless sensitivity to noise is assumed to be of utmost importance for operations of that facility, for example, an audiology laboratory.

The Ldn is used to characterize noise exposure for residential areas (Category 2). For other noise-sensitive land uses, such as outdoor amphitheaters and school buildings (Categories 1 and 3), the maximum 1-hour Leq during the facility's operating period is used. There are no noise impact criteria for most commercial and industrial land use.

There are two levels of impact included in the FTA criteria—severe and moderate—interpreted as follows:

Severe Impact: Project-generated noise in the severe impact range can be expected to cause a large percentage of people to be highly annoyed by the new noise and represents the most compelling need for mitigation. Noise mitigation will normally be specified for severe impact areas unless there are truly extenuating circumstances that prevent mitigation.

Moderate Impact: In this range of noise impact, the change in the cumulative noise level is noticeable to most people but may not be sufficient to cause strong, adverse reactions from the community. In this transitional area, other project-specific factors must be considered to determine the magnitude of the impact and the need for mitigation. These factors include the existing noise level, the projected level of increase over existing noise levels, the types and numbers of noise-sensitive land uses affected, the noise sensitivity of the properties, the effectiveness of the mitigation measures, community views and the cost of mitigating noise to more acceptable levels.

Figure 4-1 presents the FTA noise impact criteria. As shown in the figure, the impact level is based on the existing noise environment. As the existing noise levels increase, the allowable

noise from transit operations decreases. The following two examples help provide an understanding of the FTA criteria and determination of noise impacts:

A residence with an existing noise level of 64 dBA Ldn and a predicted project noise level of 63 dBA Ldn: For a residential land use (FTA Category 2) with an existing Ldn of 64 dBA, a moderate impact occurs if the project noise exceeds 61 dBA Ldn, or a severe impact occurs if the project noise exceeds 65 dBA Ldn. Because the project is predicted to produce 63 dBA Ldn, this would be a moderate noise impact.

A residence with an existing noise level of 72 dBA Ldn and a predicted project noise level of 63 dBA Ldn: For a residential land use (FTA Category 2) with a 72 dBA Ldn the moderate criteria is 66 dBA, and the severe criteria is 71 dBA. Because the project is predicted to produce 63 dBA Ldn, no noise impact is predicted.

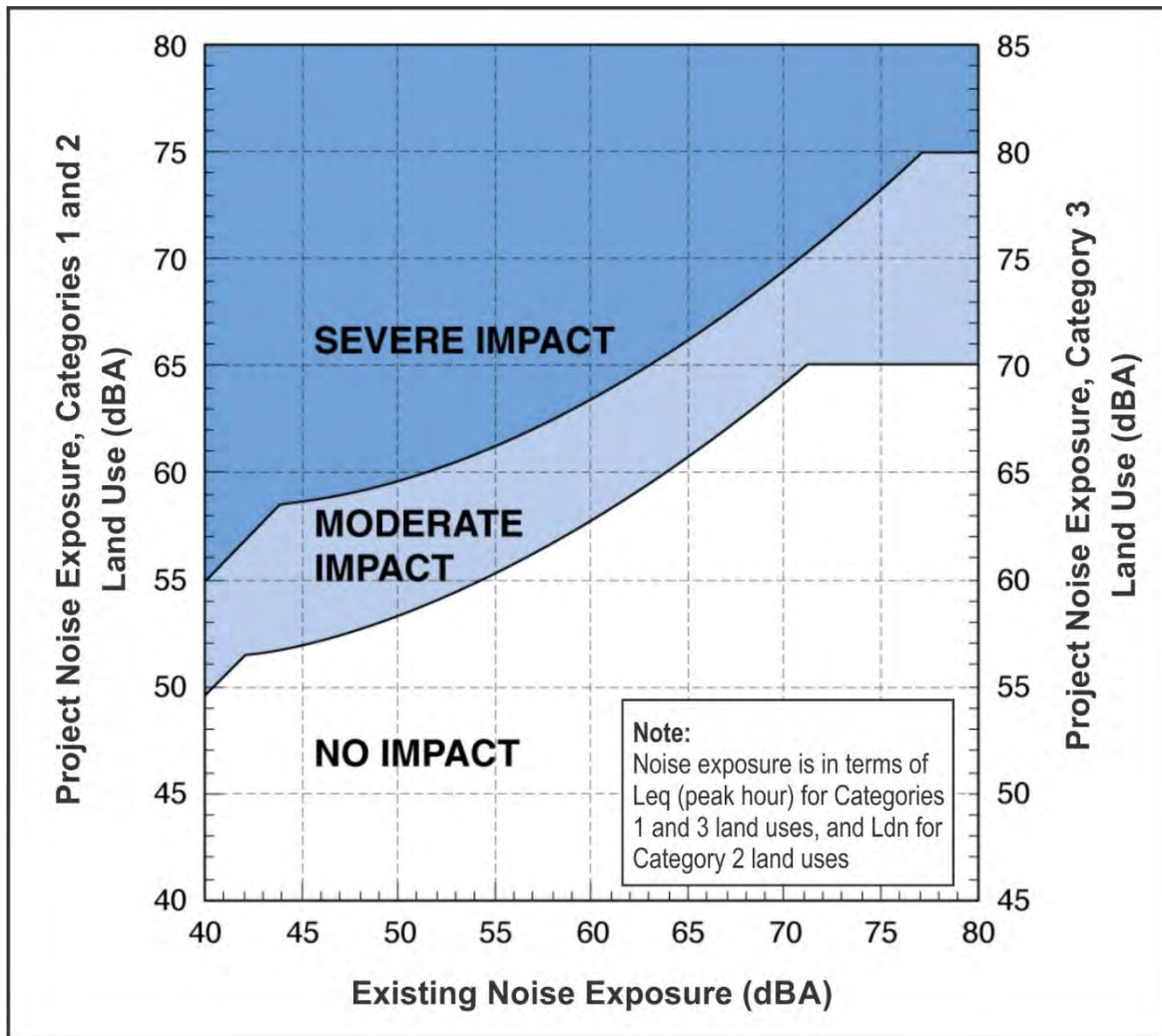


Figure 4-1 FTA noise impact criteria

4.2 Local noise control ordinance

Sound Transit also follows the local noise control ordinances for some project related noise sources. Construction noise and noise from ancillary facilities, such as maintenance facilities, are governed by applicable state laws and regulations and local ordinances. In the case of the

Sounder stations, the City of Tacoma Municipal Code Chapter 8.122, Noise Ordinance, would be applicable to the Sounder improvements, as well as to construction of the project. However, because the City of Tacoma noise control ordinance is a public disturbance code and has no measurable limits, the WAC was considered for analysis of operational noise. Noise from construction also used the WAC; however, construction noise is exempt between the hours of 7 a.m. to 9 p.m., Monday through Saturday, per City of Tacoma Municipal Code Chapter 8.122.

4.2.1 WAC noise control ordinance

Because the Tacoma code does not have any quantitative criteria for impact analysis, the WAC was also considered for noise from ancillary facilities. The WAC Chapter 173-60 (Maximum Environmental Noise Levels) defines three classes of property use, called Environmental Designation for Noise Abatement (EDNA), and states maximum allowable noise levels for each, as shown in Table 4-1 (Washington state noise control regulations). For example, the noise caused by a commercial property must be less than 57 dBA at the closest residential property line. From 10 p.m. to 7 a.m., the allowable maximum sound levels shown in Table 4-1 are reduced by 10 dBA in Class A EDNAs (residential zones). Although not specified in these regulations, the noise analysis assumes the hourly Leq for comparison with the noise levels in Table 4-1. The WAC contains short-term exemptions to the property line noise standards shown in Table 4-1 based on the minutes per hour that the noise limit is exceeded. These exceedances are outlined in Table 4-2.

Table 4-1 Maximum allowable noise levels by land use type

EDNA Source of Noise	EDNA Receiver of Noise (Maximum Allowable Sound Level in dBA1)		
	Residential	Commercial	Industrial
Class A Residential	55	57	60
Class B Commercial	57	60	65
Class C Industrial	60	65	70

Note(s): 1 Between 10 p.m. and 7 a.m., the levels given above are reduced by 10 dBA in Class A EDNAs.

The WAC contains short-term exemptions to the property line noise standards shown in Table 4-1 based on the minutes per hour that the noise limit is exceeded. These exceedances are outlined in Table 4-2 (Washington state exemptions for short-term noise exceedances).

Table 4-2 WAC exemptions for short-term noise exceedances

Minutes per Hour	Adjustment to Maximum Sound Level
15	+5 dBA
5	+10 dBA
1.5	+15 dBA

4.2.2 WAC construction noise criteria

Sounds received in Class A EDNAs that originate from construction sites are exempt from the limits of the WAC regulations during normal daytime hours (7 a.m. to 10 p.m.); however, under the Tacoma Noise Ordinance, construction noise is exempt only between the hours of 7 a.m. and 9 p.m., Monday through Saturday (more stringent criteria). Therefore, using the most

stringent allowable hours for construction, if construction is performed between the hours of 9 p.m. and 7 a.m. the following day, the contractor must obtain a noise variance from the City of Tacoma.

The WAC also contains a set of construction-specific allowable noise-level limits. These construction noise regulations are organized by type of noise and, among other things, include criteria for haul trucks and backup safety alarms.

4.2.3 Construction haul truck noise criteria

Maximum permissible sound levels for haul trucks on public roadways are limited to 86 dBA for speeds of 35 miles per hour (mph) or less, and 90 dBA for speeds over 35 mph when measured at 50 feet (Chapter 173-62, WAC). For trucks operating within staging areas, the general construction equipment noise criteria would be used to determine compliance during nighttime hours in Class A EDNAs.

4.2.4 Construction noise related to backup alarms

Sounds created by backup alarms are essentially prohibited by the WAC during nighttime hours (between 10 p.m. and 7 a.m.) in Class A EDNAs, and during these hours, other forms of backup safety measures would need to be used. These measures could include using smart backup alarms, which automatically adjust the alarm level based on the background level or switching off backup alarms and replacing them with spotters. No other city or county noise regulations are applicable to construction of the project.

4.3 Vibration impact criteria

Because the proposed project will not change the Sounder operations, and there are no track modifications included as part of this project, there is no predicted change in the vibration levels in the project area. However, there may be some construction related vibration and this section briefly defines criteria for vibration that might be produced by construction.

4.3.1 Construction vibration

There are no formal vibration criteria from the FTA or any state or local agencies. The primary concern regarding construction vibration relates to risk of damage. Vibration is generally assessed in terms of peak particle velocity (PPV) for risk of building damage. PPV is the appropriate metric for evaluating the potential for building damage and is often used when monitoring blasting and construction vibration because it relates to the stresses that are experienced by the buildings. Vibration damage risk thresholds to assess potential for damage from construction are taken from the FTA Manual (2018). Table 4-3 presents the vibration damage risk thresholds for different building categories.

Table 4-3 Cosmetic structural damage criteria

Building Category	PPV (in./sec)	Approximate Lv ^a
I. Reinforced concrete, steel, or timber (no plaster)	0.50	102
II. Engineered concrete and masonry (no plaster)	0.30	98
III. Non-engineered timber and masonry buildings	0.20	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Notes:

Source: FTA 2018.

^a Root mean square velocity level in decibels re 1 micro-in./sec.

in./sec. = inch per second

Lv = vibration velocity level

PPV = peak particle velocity

The damage risk criterion of 0.5-inch per second (in./sec.) PPV is appropriate for single- and multi-family residences along the alignment and the criterion of 0.12 in./sec. PPV is appropriate for extremely fragile buildings.

Construction vibration, unlike vibration from operations, has the potential to cause damage to structures at very close distances, from activities such as impact hammering and soil compacting. Generally, because of the short duration of construction vibration activities, annoyance is usually not an issue. The thresholds for damage for even the most sensitive buildings are one to two orders of magnitude higher than the criteria for annoyance from vibration.

5 AFFECTED ENVIRONMENT

Sound Transit examined the project corridor to identify noise- and vibration-sensitive locations and select locations where noise monitoring would be performed. The potential area of affect for the noise study was determined by modeling the worst-case operational noise levels and including all noise-sensitive properties within that area that have a potential for experiencing a noise impact. For noise, this was only applicable to new project components that have the potential to produce noise. Because most improvements are for non-motorized transportation, most of the project components would not change the noise environment by a measurable amount. In addition, any new hard surfaces installed as part of the project, including new pavement for bike lanes and sidewalks, would not be predicted to cause a measurable increase in noise levels at any noise sensitive properties. The only potential exception is the expanded SERA Campus parking area south of the station, where the traffic could affect the noise environment.

The Sounder operations are not changing with these improvements, and therefore no change in Sounder vibration levels is predicted.

The following sections describe the land use along the project corridor, the existing noise-level measurements, and the current noise sources in the project corridor.

5.1 Existing land uses

Land use in the project area is a mix of residential housing, healthcare, churches, childcare facilities, commercial and industrial uses and undeveloped lands. The overall area of potential improvements covers over 16,000 feet north and south and 9,500 feet east to west, making the analysis area very large. Due to the majority of the improvements being related to non-motorized transportation that would not likely affect the overall noise levels by a measurable amount, the analysis focused on noise sensitive properties where changes in noise levels could occur.

Figure 5-1 is an index figure showing the outline of the eight figures used to identify land use and the noise monitoring location (see Figure 5-6) in the project area. The overall project area land uses are shown in Figure 5-2 through Figure 5-9. Due to the large area of potential

improvements, there are areas shown that are well outside the typical noise study area of 300 to 500 feet; however, to make sure all sensitive land uses are identified, the full set of figures was needed.

In the northeast part of the study area (see Figure 5-2), land use is mainly commercial and industrial. There is a group of single-family residences located along S Steele Street, Montana Avenue, and Nevada Avenue just south of S 35th Street. These homes are near the proposed bicycle lanes on S Pine Street, from S Center Street to S 47th Street. Lincoln Heights Park is also located near the residences, off S Steele Street.

In the northwest part of the study area (see Figure 5-3), land use is primarily single-family and multi-family residential along both sides of S Tyler Street, from S Wright Avenue to S 41st Street, where the land uses changes to undeveloped and industrial. Two daycares were also identified near S Tyler Street (My Little Kingdom and Alice's Precious Jewels Child Care & Preschool) and a church on S 34th Street.

In the north central part of the study area (see Figure 5-4) land use north of S 40th Street is entirely commercial and industrial. South of S 40th Street, land use includes single and multi-family residences between S Union and S Pine Street, however, along S Tacoma Way, where bike lane improvements are planned, land use is mainly commercial and light industrial. Along S Pine Street land use included mainly residential on the westside of Pine Street, and commercial on the eastside of Pine Street, including the Tacoma Mall and the Pacifica Apartments, located at Pine Street and Tacoma Mall Road. The northern part of South Park and the Tacoma Cemetery is also located in this area; however, there are no improvements that would have any notable affect to noise at the park or cemetery.

In the central east area (see Figure 5-5), south of S 47th Streets, land use includes several multi-family buildings in the north segment, followed by the Tacoma Cemetery, with single family residences occupying most of the remaining area. Other sensitive uses include South Park, Oak Wood Cemetery, the Water Flume Line Trail, Edison Elementary School, Visitation Catholic Church, Pope St. John XXIII STEM Academy, and Wapato Hills Park. Non-motorized improvements are proposed near the Gray Middle School and Edison Elementary School on S 58th Street and S 60th Street and in the northern part, along S 47th Street and S Fife Street.

The central west part of the study area (see Figure 5-6) the only improvement is along S Tyler Street, with industrial land use on the eastside of the street and residential land use on the westside of the street. In addition, this area also has some undeveloped lands and the Zion's River Church.

The central area, which includes the South Tacoma Sounder Station (see Figure 5-7) is mainly commercial and industrial in the north end with the exception of some residences north of S 56th Street east of S Puget Sound Avenue. South of S 56th Street to S 66th Street, land use east of S Puget Sound Avenue is mainly residential and also includes the house of Prayer Church, Bridge Methodist church, New Salem Church, Slavic Church of One God, the Vietnamese Baptist Church, the LCC Church, and the Galilee Missionary Baptist. Other sensitive uses include the Tacoma Public Library, the SERA Campus, Gray Middle School, Boys & Girls Club Schatz Branch, Metro Parks STAR Center, and associated playfields. The southwest part of this area also includes Tahoma House social services organization and Precious Times Preschool.

Potential improvements include non-motorized improvements on S Tyler Street, S Adams Street, S Tacoma Way, S Washington Street, S Puget Sound Avenue, S 66th Street, S 60th Street, S 58th Street, and S 56th Street. There is also the potential for an expanded parking on

the SERA property. The one noise monitoring site was also in this segment, near the multi-use area at SERA.

In the southeast section (see Figure 5-8), land use is mainly single-family and multi-family residential. Other sensitive uses include the Wapato Hills Park, Sound Christian Academy, Trafton Open Space Park, Academy of Busy Bees Daycare (residence), Green Pastures Church, AHHC adult family home (residence), Arlington Elementary School, and Oak Tree Park. The non-motorized improvements would occur along S Fife Street and S 66th Street.

The southwest section (see Figure 5-9) is also primarily residential and includes the Manitou Park Elementary School and Manitou Park. Other sensitive uses, such as the Calvary Cemetery, are too far from the Sounder rail corridor or proposed improvements to be affected by noise from this project. The only improvements in this area are along S 66th Street and S Tyler Street.

The remaining land uses in the area are commercial, industrial, and undeveloped.

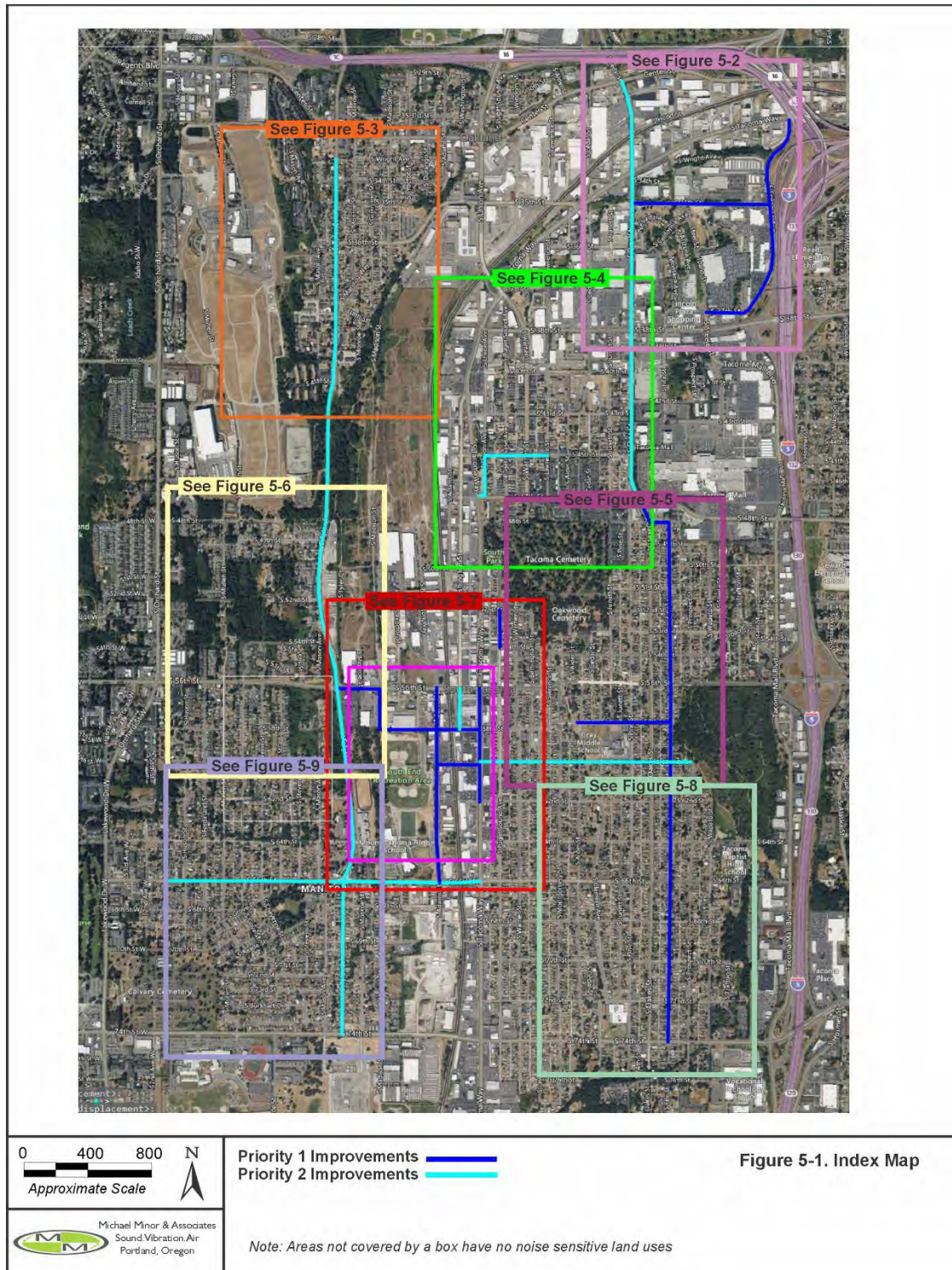


Figure 5-1 Index map

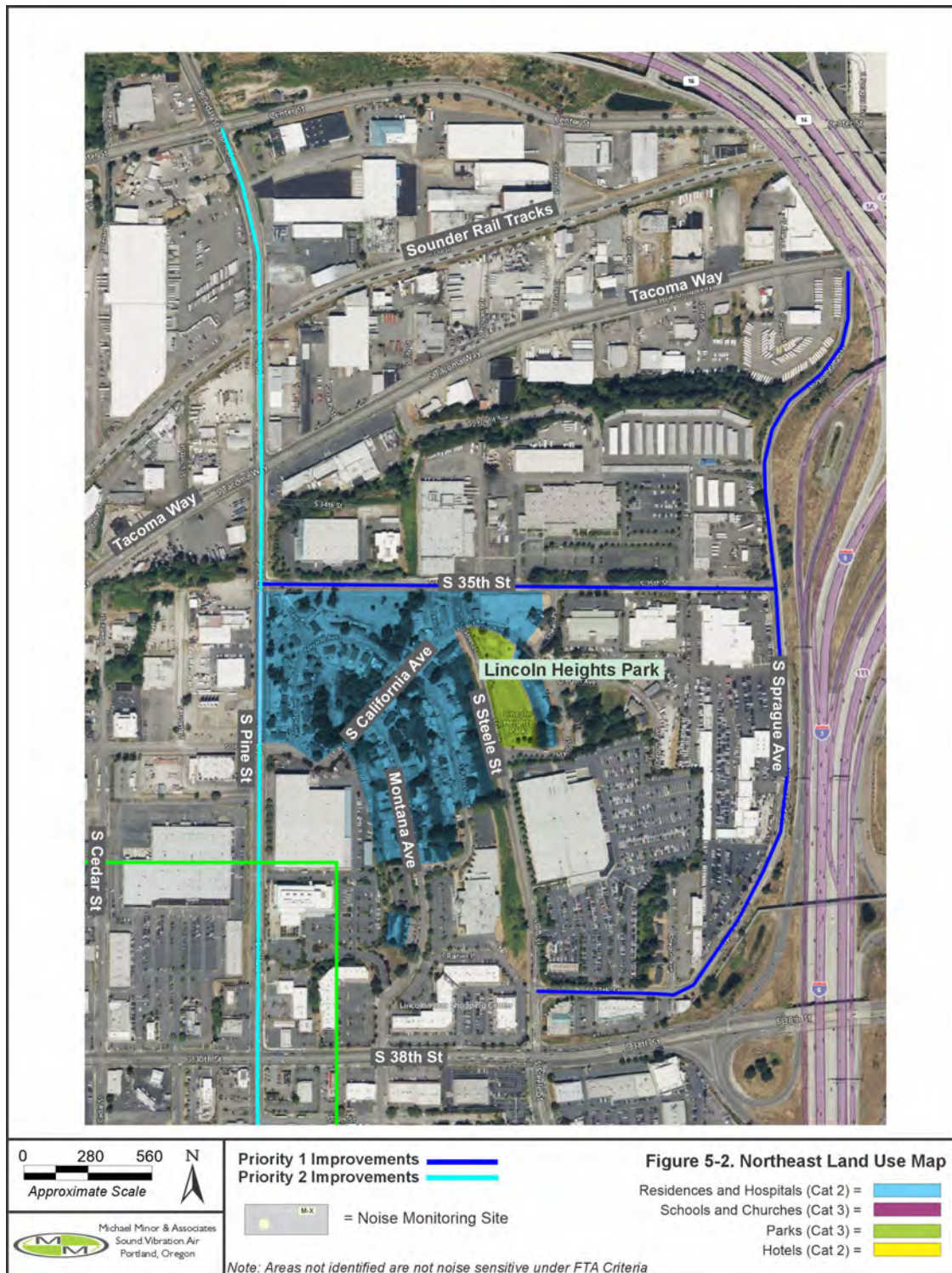


Figure 5-2 Northeast land use map

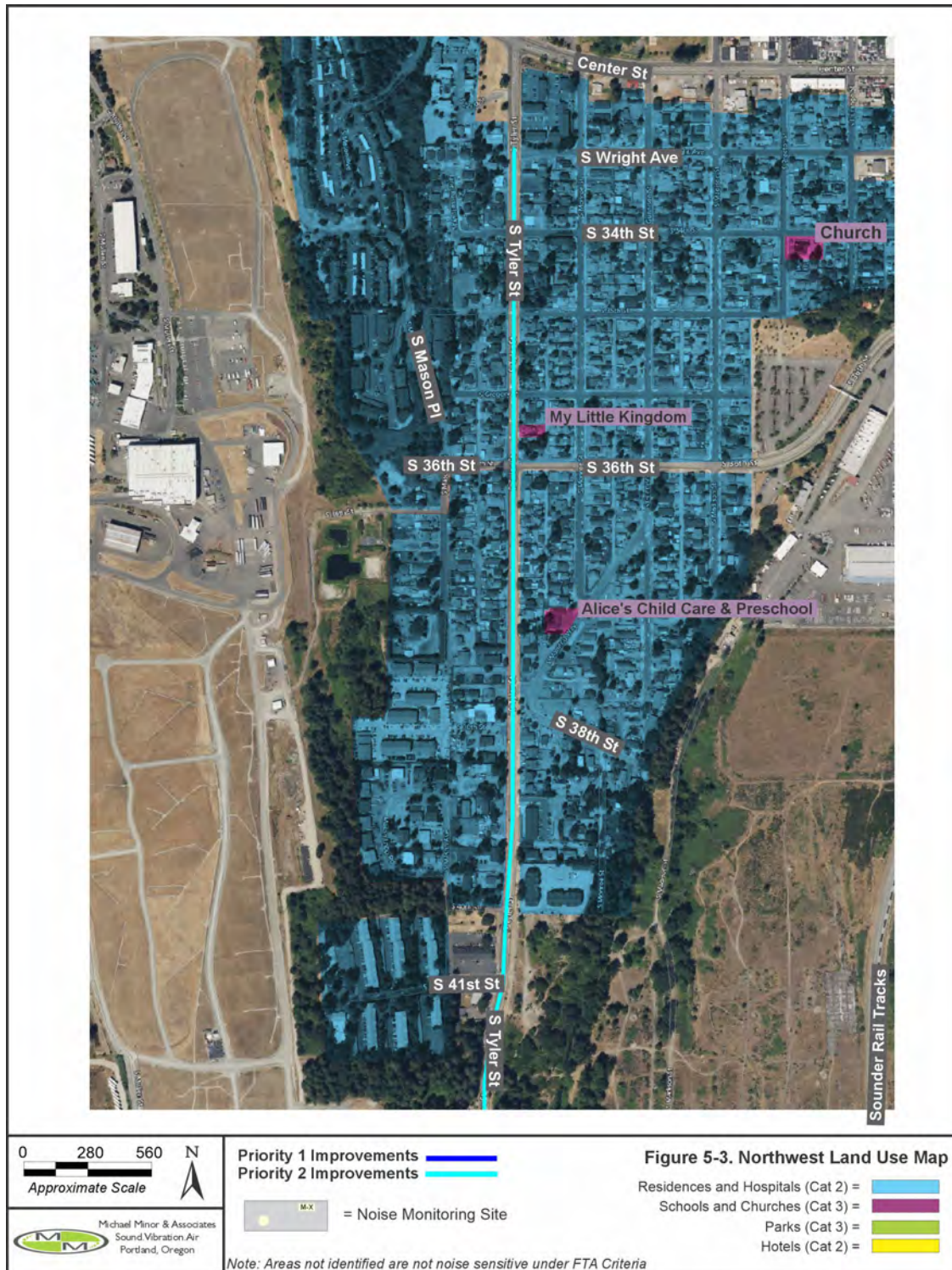


Figure 5-3 Northwest land use map

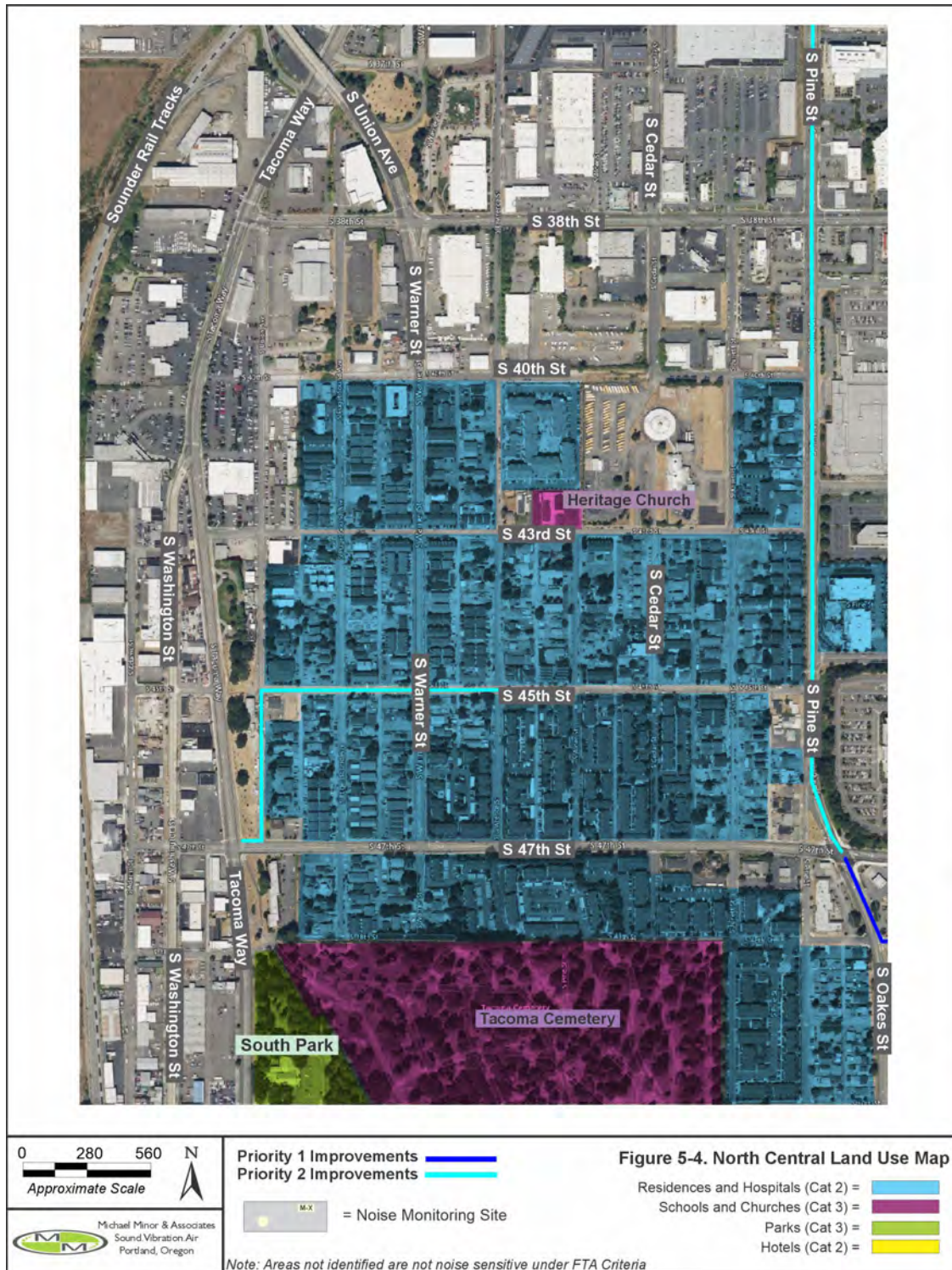


Figure 5-4 North Central land use map



Figure 5-5 Central East land use map

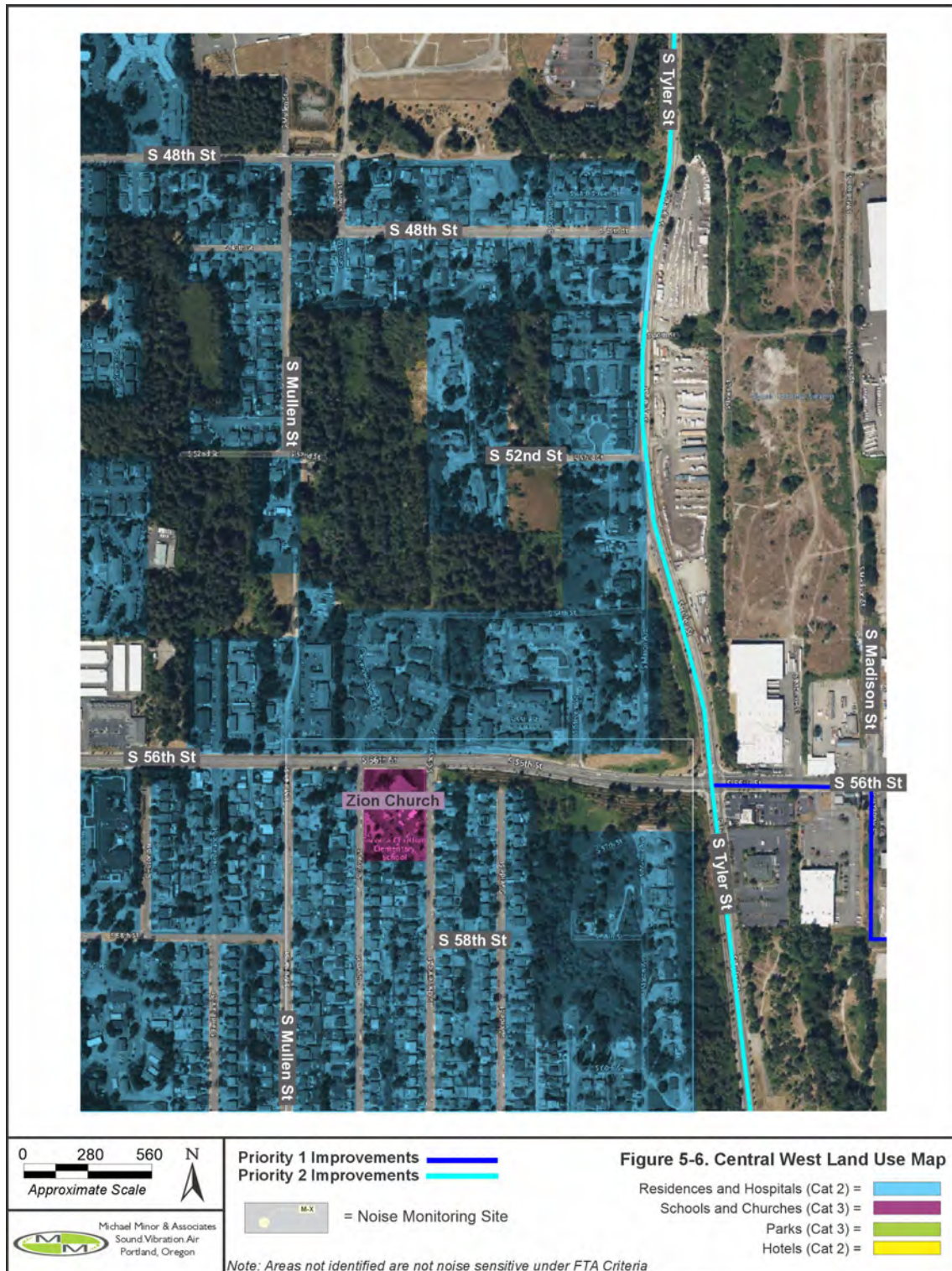


Figure 5-6 Central West land use map

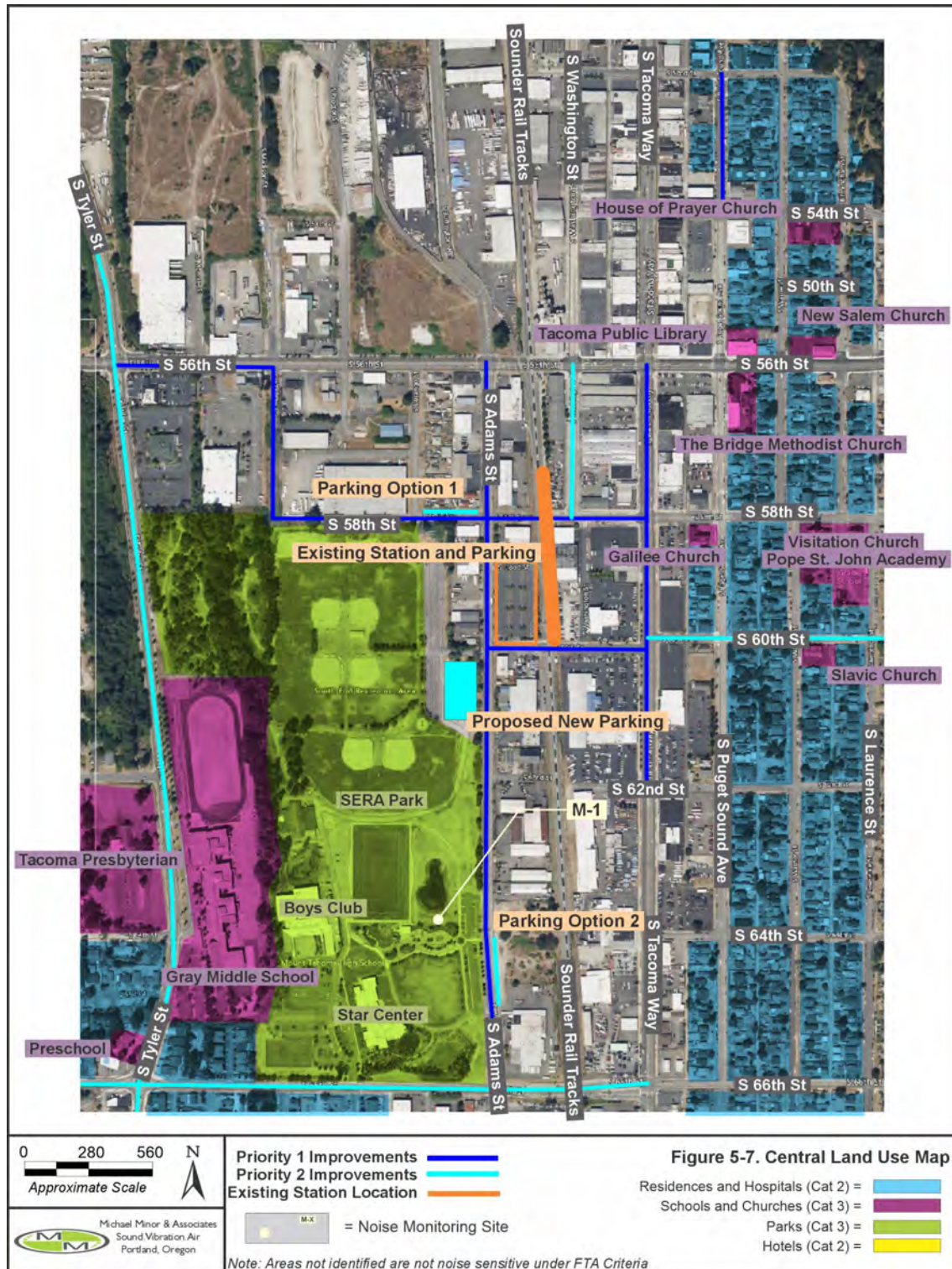


Figure 5-7 Central land use map



Figure 5-8 Southeast land use map



Figure 5-9 Southwest land use map

5.2 Zoning and comprehensive land use plan design

A study of the project area indicated that the area is a mix of high-density to medium-density residential, schools, healthcare, churches, and commercial and federal lands. There are currently no planned or approved land use changes that would affect this noise study.

5.3 Planned and permitted projects

At the time of this analysis, no planned and permitted developments were identified that are sensitive to noise and/or vibration that would affect the results of this noise and vibration analysis.

5.4 Structure removal due to project construction

There are no displacements and associated building demolition planned that would affect the transmission of noise, noise impacts, or noise abatement measures.

5.5 Measured noise levels and sources

The only motorized improvement planned as part of the South Tacoma Station area improvements is to add up to 50 new shared parking spots near the existing parking lot on SERA property. The current lot has approximately 90 spots located south of the station and west of S Adams Street. Noise monitoring was performed near the existing sensitive use area at SERA to establish the existing background noise levels in this area. Measurements were taken during morning hours and again during the midafternoon hours. Early morning hours are applicable because some facilities at SERA open at 6 a.m. Land use at SERA includes parks and schools (FTA Category 3) but no residential uses. Hourly noise levels ranged from 58 to 61 dBA Leq with an Ldn of 60 dBA. The measurement results are provided in Table 5-1.

Table 5-1 Noise measurement results

Site ^a	Period ^b	Time of Day	Leq ^c	Ldn ^d	Notes ^e
M-1	Morning	6:30 a.m.	58	60	No trains, normal traffic
M-1	Daytime	8:30 a.m.	59	60	No trains, normal traffic
M-1	Daytime	2:50 p.m.	61	60	No trains, normal traffic

Notes

- a. See Figure 5-7 for noise monitoring sites.
- b. Morning = 5 a.m. to 7 a.m., daytime = 7 a.m. to 7 p.m., evening = after 7 p.m.
- c. Leq over the measurement period, 30 minutes.
- d. Calculated existing 24-hour Ldn using the methods provided by the FTA.
- e. Notes are on train operations and traffic.

6 NOISE AND VIBRATION EVALUATION AFFECTED ENVIRONMENT

Sound Transit performed a noise impact assessment for construction and operations based on the criteria and methods described in Section 4.0 of this report.

Project construction was evaluated and compared to the local regulations related to construction noise from the City of Tacoma. If impacts are identified, construction noise mitigation measures may be required. If some work may occur at nighttime to prevent service disruptions, consideration of a noise variance from the City of Tacoma will be required.

Using the measured background noise levels to establish the FTA criteria and using the new future project-related operational noise levels, the future total noise can be predicted and compared to the appropriate criteria. The change in noise levels near the station would be related to the projected operational noise, which would include any new noise-producing activities related to the improvements.

Project noise impacts, if any exist, would be determined using the methods in the FTA Manual (see Figure 4-1) and the WAC (see Table 4-1). If noise impacts are identified, noise mitigation will be considered and, if reasonable and feasible forms of mitigation are available, they may be included with the project.

Vibration analysis uses the maximum pass-by level; therefore, because there will be no changes in Sounder operations with the project, the project-related vibration is not predicted to change from the existing conditions.

6.1 Construction noise analysis

Several construction phases would be required to complete the proposed upgrades. The FHWA Roadway Construction Noise Model (FHWA 2006) was used to provide an estimate of the project construction noise levels, as well as to predict the maximum noise levels for several different construction phases. The analysis assumes the worst-case average and maximum noise levels based on the three major types of construction described below and shown in Table 6-1. The actual noise levels experienced during construction would generally be lower than those described in Table 6-1 because these are the maximum noise levels for each activity. The noise levels presented here are for short periods of maximum construction activity and would occur for a limited period of time.

Table 6-1 Noise levels for typical construction phases

Combined worst-case noise levels for all equipment at a distance of 50 feet from work site			
Scenario ^a	Equipment ^b	Lmax ^c	Leq ^d
Demolition, site preparation, and utilities relocation	Air compressors, backhoes, concrete pumps, cranes, excavators, forklifts, haul trucks, loaders, pumps, power plants, service trucks, tractor trailers, utility trucks, and vibratory equipment	88	87
Roadway improvement construction and paving activities	Air compressors, backhoes, cement mixers, concrete pumps, cranes, forklifts, haul trucks, loaders, pavers, pumps, power plants, service trucks, tractor trailers, utility trucks, vibratory equipment, and welders	88	88
Miscellaneous activities	Air compressors, backhoes, cranes, forklifts, haul trucks, loaders, pumps, service trucks, tractor trailers, utility trucks, and welders	86	83

Note(s):

^a Operational conditions under which the noise levels are projected.

^b Normal equipment in operation under the given scenario.

^c Lmax (dBA) is the highest maximum noise level for the construction equipment listed under the given scenario.

^d Leq (dBA) is a 1-hour energy average noise emission for construction equipment operating under the given scenario.

6.1.1 Demolition, site preparation, and utilities relocation construction noise

This is the initial phase of construction and would occur throughout the areas with proposed improvements where necessary, including demolishing curbs to install ADA ramps, saw cutting pavement for installation and relocation of any utilities, preparing for installation of sidewalks, curbs, gutters, and bike lanes. Major noise-producing equipment in use during this stage of construction could include saw cutters, jackhammers, backhoe, haul trucks, loaders, tractor-trailers, and vibratory equipment. Maximum noise levels could reach 83 dBA to 88 dBA at the nearest residences (i.e., within 50 to 100 feet) for normal construction activities during this phase. Other less-notable noise-producing equipment expected during this phase would include air compressors, forklifts, pumps, power plants, service trucks, and utility trucks.

6.1.2 Roadway improvement construction and paving activities

Repaving roadways, paving the new parking lot, adding bike lanes and sidewalks, and ADA access construction would occur during this phase of construction. The loudest noise sources in use during this phase of construction would include cement mixers, concrete pumps, pavers, haul trucks, and tractor-trailers. Cement mixers, concrete pumps, and pavers would be required for construction of the new sidewalks, streetside parking areas, curbs, gutters, and roadway improvements in addition to any improvements at the station and the new SERA parking lot. The pavers and haul trucks would be used to provide the final surface on the roadways modified during other phases of construction. Maximum noise levels are predicted to reach 86 dBA to 88 dBA at the closest receiver locations.

6.1.3 Miscellaneous activities

Following heavy construction, general construction would still be required, such as installation of signage and roadway striping. These less-intensive activities are not expected to produce noise levels above 80 dBA at 50 feet except during rare occasions, such as when construction is in close proximity to a structure, and even then, the elevated noise levels would only occur for short periods of time.

6.1.4 Construction noise summary

Using the information in Table 6-1, typical construction noise levels were projected for several distances from the project work area. Figure 6-1 is a graph of general construction noise level versus distance for typical phases of construction. Note that the noise levels presented do not include any noise reduction from structures or topographical conditions between the construction activity and the receiving property.

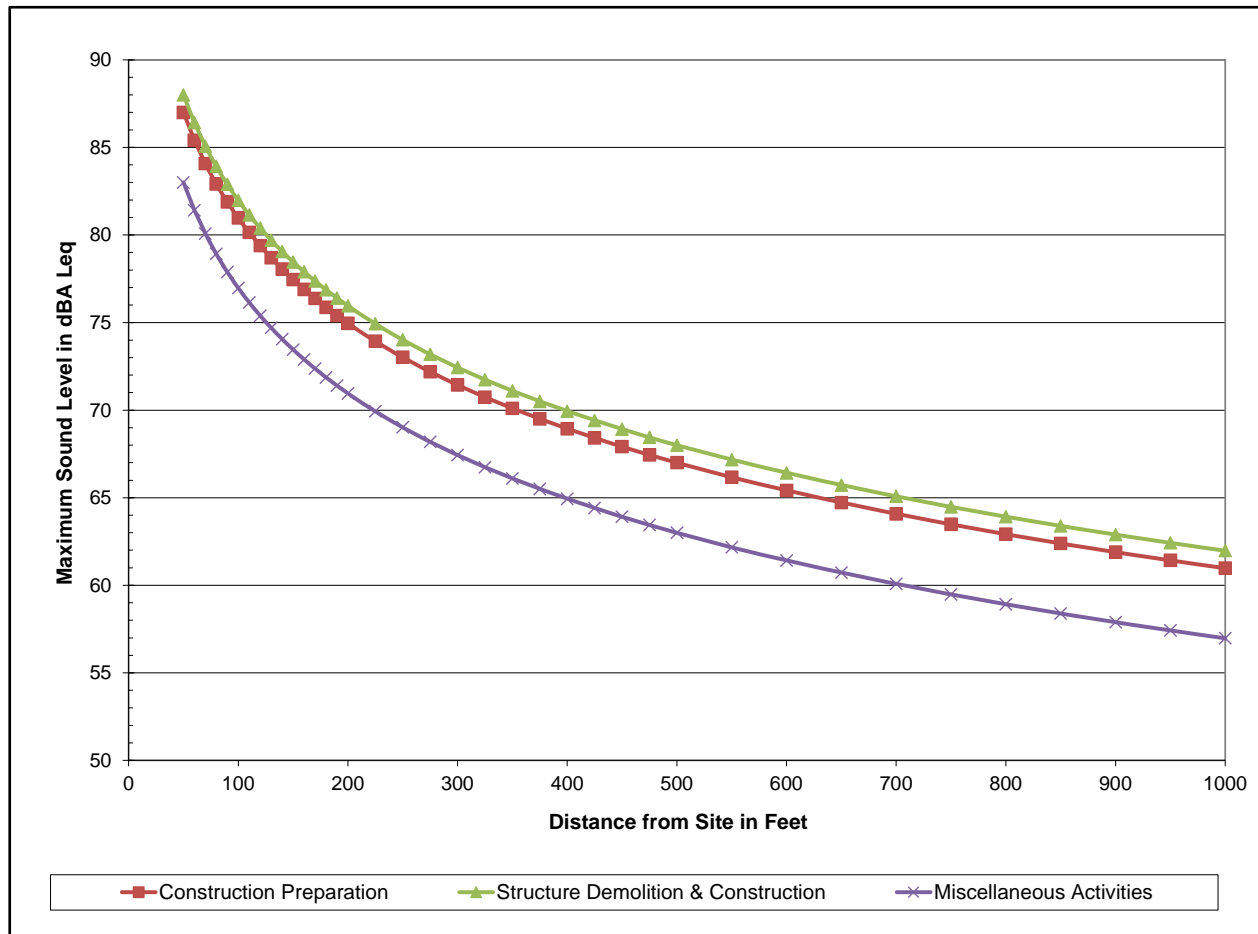


Figure 6-1 Maximum noise level versus distance for typical construction phases

6.2 Construction vibration analysis

Vibration associated with general construction activities can result in increased vibration levels. Project-related vibration sources include soil compactors, excavators, haul trucks, flat-bed tractor-trailers, backhoes, cranes, and jackhammers.

The vibration sources associated with the project, even though they may be noticeable to residents when construction is nearby, are not expected to cause any structural damage.

Vibration levels for construction activities are projected to be the highest during demolition activities and soil compacting. Demolition activities would include removing existing curbs for installation of new ADA compliant ramps and removing existing concrete during utility installation and relocation. Major construction equipment that would be used during demolition

includes excavators, haul trucks, backhoes, jackhammers, and saw cutters. Based on information from the U.S. Bureau of Mines, it typically takes vibration levels in excess of 0.5 inch per second (in./sec.) to cause cosmetic damage to plaster walls, and 0.75 in./sec. for cosmetic damage to drywall.

Vibration levels from project construction, including roadway and bike lane paving, are also projected to remain below 0.5 in./sec. at residences along the project corridor because of the distance between the work zones and structures. The main vibration producing equipment in this phase are soil compactors and vibratory rollers. Because of the type of construction, which is the same as typical roadway construction frequently performed by all municipalities, there is only a virtually no potential for any structural damage during construction, and even then, only for structures located within 25 of heavy construction activities, like soil compacting or jackhammering. Table 6-2 provides typical vibration levels for several common types of construction equipment.

Table 6-2 Construction vibration impact levels at 25 feet

Equipment	Conditions	Peak Particle Velocity at 25 feet (in./sec.)	Vibration Level in VdB at 25 feet (re: 1 micro-in./sec.)
Large bulldozer	Normal operations	0.089	87
Loaded haul trucks	Normal operations	0.076	86
Jackhammer	Normal operations	0.035	79
Small bulldozer	Normal operations	0.003	58
Vibratory roller	Normal operations	0.210	94

Notes:

Source: FTA 2018.

in./sec. = inch(es) per second.

VdB = vibration decibels.

6.3 Operational noise analysis

The majority of the proposed improvements for the South Tacoma Station are related to non-motorized transportation. Improvements, including new sidewalks, curbs, gutters, bike lanes, and other safety improvements, are not predicted to result in any long-term changes in the overall area noise levels. All vehicle travel lanes along roadways that are associated with the project will remain in the same general location as they currently are, and no increase in motorized traffic capacity (e.g., new through lanes) are planned with the project.

The S Adams Street non-motorized improvements would reduce some parking spots. To replace the lost parking, two new parking areas are proposed, Parking Option 1 is located on the north side of S 58th Street between S Durango Street and S Adams Street. Parking Option 2 is along the east side of S Adams Street, starting at S 64th Street and continuing for approximately 300 feet to the south. Parking Option 1 would have seven regular angled parking spots and one ADA parking spot. Parking Option 2, also with angled parking, would include approximately 21 regular spots and one ADA spot. The parking areas would be within City of Tacoma ROW but outside the existing streetscape and pavement.

Finally, there is also a Priority 2 addition of 50 new parking spaces on SERA property near the existing SERA Campus parking area. The SERA Campus parking spots are near an outdoor use area at SERA, the Star Center, Boys Club, and Gray Middle School. The SERA Campus

Shared Parking Lot will include lighting, ADA improvements, curbs, gutter, sidewalks, and lighting. All three parking areas are shown in Figure 6-2.

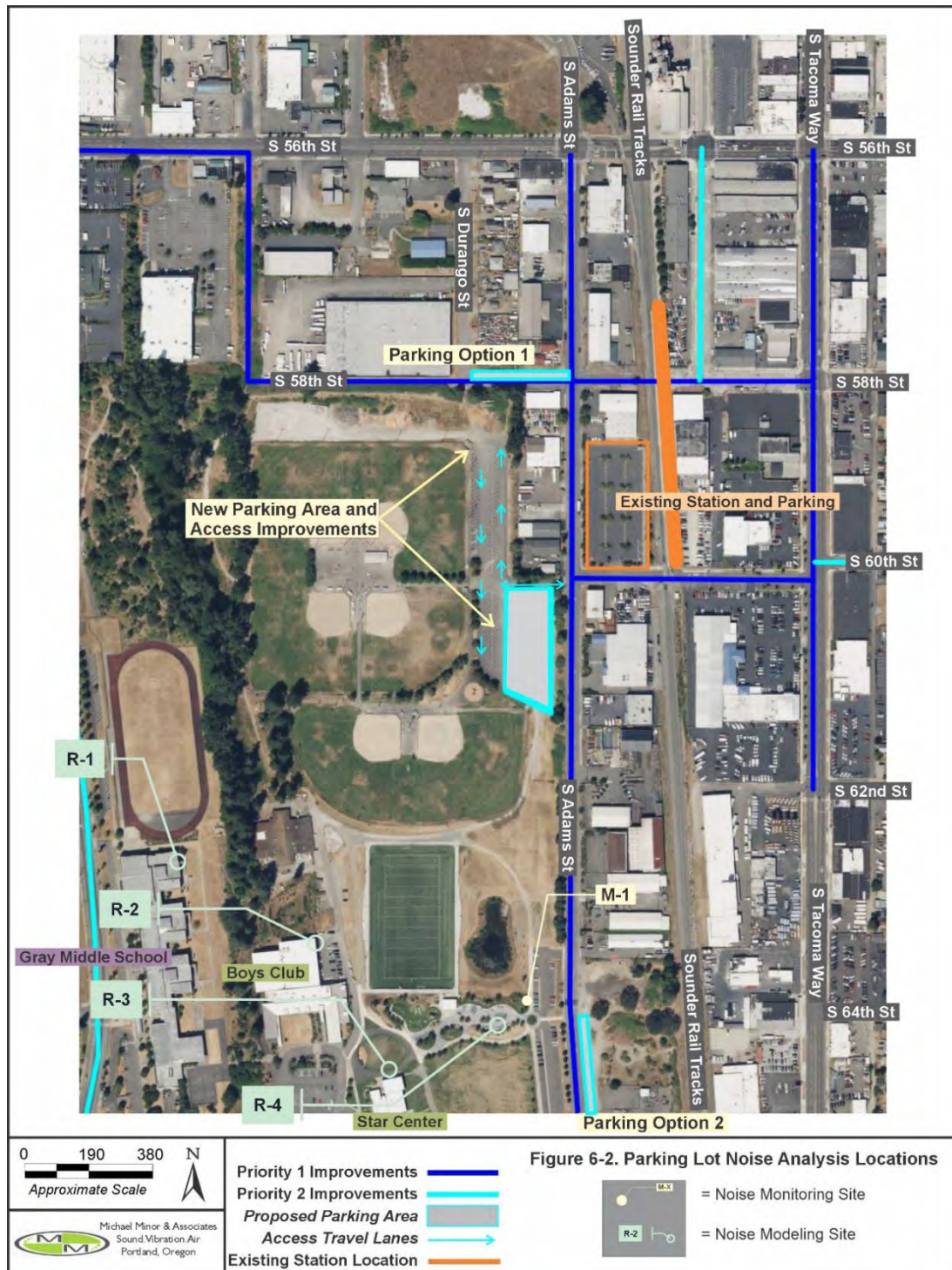


Figure 6-2 Parking lot noise analysis locations

Noise levels from the operation of the SERA Campus Shared Parking Lot and Parking Option 2 were calculated using the methods for a parking lot as provided in the FTA Manual. Parking Option 1 was not considered because Parking Option 1 only has eight parking spots and is

more than 1,000 feet and/or well shielded from any noise-sensitive property. Therefore, any added noise from vehicles parking under Option 1 would not affect the overall noise levels at any nearby sensitive property.

To verify compliance with the FTA criteria and WAC noise control ordinance, noise levels from operation of the new SERA Campus Shared Parking Lot and Parking Option 2 were predicted assuming all parking spaces would be accessed during a single hour, providing the worst-case hourly Leq (see Table 6-3). A more typical scenario would be cars arriving throughout the morning hours and departing in the afternoon hours. By assuming all spots would be accessed in a single hour, the analysis produces a worst-case volume of traffic and therefore the worst case hourly Leq. For the WAC analysis, the predicted noise level at each receiver is compared to the nighttime criteria, which have maximum allowable noise levels that are 10 dB lower than the daytime criteria. The nighttime hour criteria were used because the Star Center opens at 6 a.m.

The following receiver locations, shown in Figure 6-2, were selected:

- R-1. Gray Middle School (north end of school building).
- R-2. Boys and Girls Club Classroom Area (north end of building).
- R-3. STAR Center (north end of STAR Center building).
- R-4. Outdoor shared area near playground, also used for farmers markets and other outdoor activities.

No predictions were performed for the active playing fields, as active sports fields are not considered noise sensitive under FTA criteria. Because the analysis assumes all spots used in a single hour twice per day, once before 7 a.m. (nighttime hours) and once during daytime hours, the Leq noise levels provided are worst-case noise levels and are likely slightly higher than what would actually occur. Finally, because there are no FTA Category 2 land uses (residential), the Ldn for parking operations was not calculated.

Table 6-3 Parking lot noise analysis

Rec. ^a	Rec. Type ^b	Dist. (feet) ^c	Background Noise, Leq dBA ^d	New Parking Noise, Leq dBA ^e	Future Noise Levels, Leq dBA ^f	Change in Total Noise, dB ^g
R-1	School	1,060	58	24	58	0
R-2	School	920	58	26	58	0
R-3	School	1,160	58	24	58	0
R-4	Park	935	58	25	58	0

Note(s):

- a. Receivers are shown in Figure 6-2.
- b. Receiver types: schools and parks (FTA Category 3 land use).
- c. Distance from the parking area to the receiver.
- d. Background noise levels from Table 5-1.
- e. Calculated noise levels from worst-case operation of the parking lot.
- f. Total noise levels (background plus parking lot operations).
- g. Change in total noise, or the future noise minus background noise.

As is shown in Table 6-3, noise levels from the proposed two parking areas (SERA Campus Shared Parking Lot and Parking Option 2) at the four nearby receivers range from 24 to 26 dBA Leq during peak hour operations. The existing noise levels, based on measurements at M-1,

show that the existing noise levels are far more than 10 dB higher than the noise from the parking lot operations. As described in Section 3.1.2, Decibel mathematics, if the existing noise levels are 10 dB higher than the new noise source, the new source will not contribute a measurable change in the overall noise levels.

Noise levels from the parking lot were analyzed for impacts using the FTA and WAC criteria. The analysis results, shown in Table 6-3, show that adding the parking lot and street side parking on S Adams Street would not change the noise levels at any of the nearby receiver locations due to the large distance from the SERA parking lot and Parking Option 2 to the noise-sensitive uses. Therefore, no FTA or WAC noise impacts were identified.

There are no other project-related noise impacts predicted under the proposed South Tacoma Station improvement project package.

6.4 Operational vibration analysis

Major vibration-related sources include the existing Sounder and Amtrak trains, trains related to the Tacoma Rail service, and rail service to and from Joint Base Lewis-McChord. Other vibration sources include heavy trucks and industrial activities. Because the project would make no track modifications or changes in Sounder or Amtrak headways, there is no change predicted in the overall vibration levels in the area. Therefore, no vibration impacts are predicted.

7 PROJECT MITIGATION

7.1 Construction noise mitigation

Potential construction noise impacts can be reduced with operational methods and scheduling, equipment choice, and acoustical treatments. If required for construction outside the allowable hours (see Section 4.2), Sound Transit or its contractor would seek the appropriate noise variance from the City of Tacoma and require the appropriate noise control measures. Noise control mitigation to meet local regulatory requirements, noise ordinances, and permit or variance conditions would be required. These measures could include:

- Use smart back-up alarms during nighttime.
- Use low-noise emission equipment.
- Implement noise-deadening measures for truck loading and operations.
- Monitor and maintain equipment to meet noise limits.
- Use lined or covered storage bins, conveyors, and chutes with sound-deadening material.
- Use acoustic enclosures, shields, or shrouds for equipment and facilities.
- Install high-grade engine exhaust silencers and engine-casing sound insulation.
- Prohibit jack hammering and impact pile driving during nighttime hours.
- Minimize the use of generators or use whisper-quiet generators to power equipment.
- Use movable noise barriers at the source of the construction activity.
- Limit or avoid certain noisy activities during nighttime hours near residential areas.

7.2 Construction vibration mitigation

The primary concern from construction vibration in the project corridor is annoyance inside sensitive spaces. No construction vibration impacts are predicted. However, the following precautionary vibration mitigation strategies could be implemented if construction occurs within 25 feet of a sensitive or historic structure:

- Pre-construction verification: Given the types of construction activities required for completion of the project, as previously stated, no vibration impacts are projected and no pre-construction survey or verification should be required. If, however, during construction, highly sensitive or historic buildings are identified within 25 feet of a site with heavy construction activities, an inspection of those buildings may be warranted.
- Vibration limits: The construction contract specifications should limit construction vibration to a maximum of 0.5 in./sec. for all buildings within 25-feet of construction activities.
- Vibration monitoring: Given the types of construction activities required for completion of the project, vibration monitoring should not be necessary. If heavy construction would occur closer than 25 feet to sensitive structures or historic buildings, limited vibration monitoring may be warranted.

7.3 Operational noise mitigation

No operational noise impacts are predicted, and no vibration mitigation is recommended.

7.4 Operational vibration mitigation

No operational vibration impacts are predicted, and no vibration mitigation is recommended.

8 REFERENCES

City of Tacoma Municipal Code, Chapter 8.122.

Federal Highway Administration (FHWA). 2006. U.S. Department of Transportation. Roadway Construction Noise Model, August 2006.

Federal Transit Administration (FTA). 2018. U.S. Department of Transportation. Transit Noise and Vibration Impact Assessment. September 2018.

Sound Transit. 2021. *Phase 1 South Tacoma Station Access Improvements Report*.



Appendix B

Cultural Resources Technical Report

Cultural Resources Technical Report

South Tacoma Station Access Improvements Project

AE 0145-17 02.02 STSAI

August 2023

Author:

Historical Research Associates, Inc.

Prepared for:

David Evans and Associates, Inc.

801 Second Avenue, Suite 200

Seattle, WA 98104

Summary

The Central Puget Sound Regional Transit Authority's (Sound Transit's) current Sounder Commuter Rail System includes two operating lines, Sounder North and Sounder South. Sound Transit is planning to expand Sounder South rail capacity to meet future anticipated demand in King and Pierce counties, Washington. In its capacity as lead agency, Sound Transit is reviewing the South Tacoma Station Access Improvements Project under the State Environmental Policy Act (SEPA). SEPA requires that project proponents identify possible environmental impacts that may result from government decisions, including impacts to cultural resources. Cultural resources include historic built-environment resources (buildings, structures, and objects) and archaeological sites that qualify for or are listed in local (city or county), state, and/or national registers of historic places.

In 2023, Sound Transit began conducting early design and conceptual engineering (Phase 2) for the Project. In support of Phase 2, Historical Research Associates, Inc. (HRA), and David Evans and Associates, Inc. (DEA) prepared this cultural resources technical report, which documents the results of archival and field research and provides recommendations for the treatment of cultural resources within the project area. The report identifies known cultural resources and previously undocumented cultural resources and considers the probability of encountering additional resources during project implementation.

The Project is located in Tacoma, Pierce County, Washington. It is located in Sections 7, 18, 19, and 30 of Township 20 N, Range 03 E, and Sections 12, 13, 24, 25, 38 and 40 of Township 20 N, Range 02 E. The area of impacts (AI) for the Project (the area in which project improvements could impact cultural resources, including the viewsheds of historic resources) includes the construction footprint (the area of anticipated ground disturbance) for alternatives under consideration and a one-parcel buffer in locations where new construction may directly or indirectly impact built-environment resources.

Surface and subsurface archaeological survey also occurred as part of this effort. HRA observed no precontact or historic-period cultural materials during the survey.

Archival research indicated that there are no previously identified historic built-environment properties listed in or eligible for listing in the National Register of Historic Places (NRHP), Washington Heritage Register (WHR), or Tacoma Register of Historic Places (TRHP) located in the AI for the Project. Based on survey results, HRA recommends one resource, a former bank building at 5448–5450 South Tacoma Way, eligible for listing in the NRHP, WHR, and TRHP.

While HRA recommends that there is one eligible historic property in the AI, the proposed project will not impact the resource, either directly or indirectly. As no other cultural resources, either built-environment or archaeological, are present, HRA recommends that the Project does not have the potential to impact cultural resources. HRA recommends that no further cultural resources study is necessary unless the project design changes substantially. If so, additional survey and inventory may be necessary. If archaeological deposits are inadvertently discovered during construction in any portion of the AI, procedures outlined in the Project's inadvertent discovery plan should be followed (see Appendix G).

Table of Contents

1	INTRODUCTION.....	1
1.1	Project description	1
1.1.1	S 58th Street and S 60th Street Connections (A1, A27, A46, A24, A28, A56, A42, A54) – Priority 1	2
1.1.2	S 56th Street Bicycle Pathway (A58) – Priority 1	2
1.1.3	Station Area Improvements (A48, A55, E1, E2, E4, E7, E8, E9) – Priority 1	3
1.1.4	S Adams Street Connections (A23, A23A, A23B, A26, B2, B3) – Priority 1	3
1.1.5	S Pine Street Connection to Water Flume Line Trail (A41.A) – Priority 1	4
1.1.6	S Fife Street Bicycle Boulevard (A40) – Priority 1	4
1.1.7	Bus and Bus Stop Improvements (B5, B6, B7, B8, B10) – Priority 1	4
1.1.8	Other Bike Connections (A9, A37) – Priority 1	5
1.1.9	Other Potential Improvements (A49, A50, E11) – Priority 1	5
1.1.10	S Tyler Street Protected Bike Lanes (A43) – Priority 2	5
1.1.11	S 60th Street east of S Puget Sound Avenue (A29) – Priority 2	5
1.1.12	S Washington Street Sidewalks (A21) – Priority 2	5
1.1.13	S 45th Street Bicycle Sharrows – Priority 2	6
1.1.14	SERA Campus Shared Parking Lot (D1) – Priority 2	6
1.1.15	S 66th Street Bike Lanes (A4) – Priority 2	6
1.2	Purpose of the report	6
1.3	Key personnel	6
1.4	Regulatory context	7
1.4.1	NRHP requirements for listing	7
1.4.2	Additional historic register criteria for listing	9
1.5	Agency and Tribal coordination	9
1.6	Area of impacts	9
2	ARCHIVAL RESEARCH	13
2.1	Research methods and materials reviewed	13
2.2	Archival research results	13
2.2.1	Previous cultural resources studies	13
2.2.2	Previously recorded archaeological resources	15
2.2.3	Cemeteries	15
2.2.4	Historic-period maps	16
2.2.5	Historic register properties	19
2.2.6	DAHP predictive model	19

3	ENVIRONMENTAL CONTEXT	22
3.1	Topography and geology	22
3.2	Climate and vegetation	22
3.3	Fauna	23
4	CULTURAL CONTEXT	23
4.1	Precontact Background.....	23
4.2	Ethnographic Background.....	25
4.3	Historic Background.....	25
5	ARCHAEOLOGICAL EXPECTATIONS	28
6	FIELD STRATEGY AND METHODS	29
6.1	Archaeological Reconnaissance and Utility Locates	29
6.2	Subsurface Survey.....	29
6.3	Architectural Inventory	30
7	ARCHAEOLOGICAL SURVEY RESULTS	30
7.1	Archaeological reconnaissance and utility locates.....	30
7.2	Subsurface survey	31
8	ARCHITECTURAL INVENTORY RESULTS.....	33
8.1	4331 S Tacoma Way	34
8.2	5448–5450 S Tacoma Way.....	38
8.3	5447–5449 S Tacoma Way.....	42
8.4	5602 S Tacoma Way	44
8.5	3512–3514 S 56th Street	48
8.6	5647 S Tacoma Way	50
8.7	5801 S Adams Street.....	50
8.8	5802 S Tacoma Way	52
8.9	5812 S Adams Street.....	55
8.10	5802 S Washington Street	57
8.11	5832 S Adams Street.....	60
8.12	5838 S Adams Street.....	62
8.13	3509 S 60th Street.....	64
8.14	3762 S 60th Street.....	66
8.15	6001 S Tacoma Way	69
8.16	6602 S Adams Street.....	71

9	SUMMARY AND RECOMMENDATIONS	73
9.1	Archaeological resources.....	73
9.2	Built-environment resources	73
10	REFERENCES CITED.....	74

Figures

Figure 1-1	Project location and vicinity	11
Figure 1-2	Aerial of project location and vicinity	12
Figure 2-1	AI overlaid on DAHP statewide archaeological sensitivity predictive model.....	21
Figure 7-1	Overview of the east side of the SERA park property within the project improvement D1 footprint, view south	31
Figure 7-2	Overview of the ROW north of the SERA park property within the project improvement A58 footprint, view north	31
Figure 7-3	Subsurface survey results.....	33
Figure 7-4	Extent of SP 10 showing disturbed sediments	33
Figure 8.1-1	Wells and wellhouses at 4331 S Tacoma Way, view northeast.....	35
Figure 8.1-2	Wellhouse 11A at 4331 S Tacoma Way, view northeast	36
Figure 8.1-3	Wellhouse 6 at 4331 S Tacoma Way, view southwest	36
Figure 8.2-1	5448–5450 S Tacoma Way, view northwest	38
Figure 8.2-2	5448–5450 S Tacoma Way, view northeast.....	39
Figure 8.2-3	5448–5450 S Tacoma Way, view west	39
Figure 8.2-4	5448–5450 S Tacoma Way, North Pacific Bank, 1958, courtesy of Historic Tacoma, view west	40
Figure 8.2-5	5448–5450 S Tacoma Way, North Pacific Bank, 1928, courtesy of Historic Tacoma, view northwest	40
Figure 8.3-1	5447–5449 S Tacoma Way, view northeast.....	43
Figure 8.3-2	5447–5449 S Tacoma Way, view northwest	43
Figure 8.4-1	5602 S Tacoma Way, view southwest.....	45
Figure 8.4-2	5602 S Tacoma Way, view west	45
Figure 8.4-3	5602 S Tacoma Way, view southeast	46
Figure 8.4-4	5602 S Tacoma Way, Tacoma Daily Ledger, March 21, 1926, Newspapers.com	46
Figure 8.5-1	3512–3514 S 56th Street, view southwest	48
Figure 8.5-2	3512–3514 S 56th Street, view southeast.....	49
Figure 8.6-1	5647 S Tacoma Way, view northeast.....	50
Figure 8.7-1	5801 S Adams Street, view northeast	51
Figure 8.7-2	5801 S Adams Street, view southeast.....	51
Figure 8.8-1	5802 S Tacoma Way, view west	53
Figure 8.8-2	5802 S Tacoma Way, view southwest.....	53
Figure 8.8-3	5802 S Tacoma Way, view southeast	54
Figure 8.9-1	5812 S Adams Street, view northeast	56

Figure 8.9-2	5812 S Adams Street, view southeast.....	56
Figure 8.10-1	5802 S Washington Street, view northwest.....	58
Figure 8.10-2	5802 S Washington Street, view southwest	58
Figure 8.10-3	5802 S Washington Street, view south.....	59
Figure 8.11-1	5832 S Adams Street, view northwest.....	61
Figure 8.11-2	5832 S Adams Street, view southwest.....	61
Figure 8.12-1	5838 S Adams Street, view northwest.....	63
Figure 8.12-2	5838 S Adams Street, view southwest.....	63
Figure 8.13-1	3509 S 60th Street, view north.....	65
Figure 8.13-2	3509 S 60th Street, view northeast	65
Figure 8.14-1	3762 S 60th Street, view south	67
Figure 8.14-2	3762 S 60th Street, view south	67
Figure 8.14-3	3762 S 60th Street, view east	68
Figure 8.15-1	6001 S Tacoma Way, view northeast.....	69
Figure 8.15-2	6001 S Tacoma Way, view southwest.....	70
Figure 8.15-3	Former gas station, 6001 S Tacoma Way, 1946, courtesy of Tacoma Public Library.....	70
Figure 8.16-1	6602 S Adams Street, view southwest.....	72
Figure 8.16-2	6602 S Adams Street, view southeast.....	72

Tables

Table 1-1	Key personnel.....	6
Table 2-1	Previous cultural resource studies within 0.25 mile of the AI	14
Table 2-2	Historic-period maps and plats that include the AI.....	16
Table 8-1	Surveyed built-environment resources within the AI.....	33

Appendices

Appendix A: South Tacoma Station Access Improvements Aerial
Appendix B: South Tacoma Plans, Preliminary
Appendix C: Historic Maps
Appendix D: Shovel Probe Table
Appendix E: Built Environment Survey Results
Appendix F: Historic Property Inventory Forms
Appendix G: Inadvertent Discovery Plan

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
AI	area of impacts
DAHP	Department of Archaeology and Historic Preservation
DEA	David Evans and Associates, Inc.
GLO	General Land Office
HBC	Hudson's Bay Company
HPI	Historic property inventory
HRA	Historical Research Associates, Inc.
I-5	Interstate 5
mi	mile
NADB	National Archeological Database
NPRR	Northern Pacific Railroad
NPS	National Park Service
NRHP	National Register of Historic Places
PSAC	Puget Sound Agricultural Company
RCW	Revised Code of Washington
ROW	right-of-way
SEPA	State Environmental Policy Act
SERA	South End Recreation & Adventure
SP	Shovel probes
TRHP	Tacoma Register of Historic Places
USDA	U.S. Department of Agriculture
USGS	U.S. Geological Survey
USSG	U.S. Surveyor General
WHR	Washington Heritage Register
WISAARD	Washington Information System for Architectural and Archaeological Records Data
WSDNR	Washington State Department of Natural Resources

1 INTRODUCTION

The Central Puget Sound Regional Transit Authority's (Sound Transit's) current Sounder Commuter Rail System includes two operating lines, Sounder North and Sounder South.

Sound Transit is planning to expand Sounder South rail capacity to meet future anticipated demand in King and Pierce counties, Washington. In its capacity as lead agency, Sound Transit is reviewing the South Tacoma Station Access Improvements Project under the State Environmental Policy Act (SEPA). SEPA requires that project proponents identify possible environmental impacts that may result from government decisions, including impacts to cultural resources. Cultural resources include historic built-environment resources (buildings, structures, and objects) and archaeological sites that qualify for or are listed in local (city or county), state, and/or national registers of historic places.

The improvements included in this analysis are a result of the alternatives analysis conducted in Phase 1 of the South Tacoma Station Access Improvements Project. The Phase 1 analysis identified two tiers of projects identified as Potential Improvements (herein titled Priority 1) and Possible Alternates (herein titled Priority 2). Three key criteria were used to identify Priority 1 and Priority 2 projects. These criteria were:

- Improves connections for underserved communities.
- Addresses a substantial travel barrier.
- Located within proximity of the station.

For the purposes of the environmental analysis, all Priority 1 and Priority 2 projects are included. In 2023, Sound Transit began conducting early design and conceptual engineering (Phase 2) for the project. In support of Phase 2, Historical Research Associates, Inc. (HRA), and David Evans and Associates, Inc. (DEA) prepared the cultural resources technical report, which documents the results of archival and field research and provides recommendations for the treatment of cultural resources within the project area. The report identifies known cultural resources and previously undocumented cultural resources and considers the probability of encountering additional resources during project implementation.

The document is organized as follows: Section 1 provides a brief introduction to the project, the project's regulatory environment, and its area of impacts (AI); Section 2 reviews the methods used to conduct archival research and summarizes the results of that research; Section 3 provides a summary of the environmental context of the project vicinity; Section 4 provides a cultural context; Section 5 summarizes the archaeological expectations for the project vicinity; Section 6 documents the methods used to conduct field research; Section 7 provides the results of the archaeological study; Section 8 provides the results of the built-environment study; and Section 9 provides a summary of the study's findings and documents resulting recommendations. Finally, Section 10 provides a list of cited sources. Appendices provide additional supporting data, as required.

1.1 Project description

The proposal consists of several individual improvements designed to improve access and connections to and from the South Tacoma Station. Sound Transit proposes to improve access to the South Tacoma Station and surrounding area by improving walking, bicycling, and bus facilities. Proposed improvements include new and updated sidewalks, Americans with

Disabilities Act (ADA) compliant ramps, and bike lanes. Appendices A and B provide an overview of the study area with descriptions of the improvements outlined in the following sections.

1.1.1 S 58th Street and S 60th Street Connections (A1, A27, A46, A24, A28, A56, A42, A54) – Priority 1

The improvements proposed within the S 58th Street and S 60th Street corridors would facilitate crossing South Tacoma Way (a principal arterial) and connect the station to neighborhoods to the east, the Water Flume Line Trail, Edison Elementary School, and Wapato Hills Park.

The improvements along S 58th Street include the following:

- Provide sidewalks on south side of S 58th Street from the station to South Tacoma Way, upgrade curb ramps, and mark crosswalks.
- Provide protected bike lanes on S 58th Street from the station to South Tacoma Way, including bike and pedestrian priority at the signal on South Tacoma Way.
- Improve bicycle and pedestrian crossings at the S Puget Sound Avenue intersection with striping or other priority treatments and improve the crossing for pedestrians.
- Construct sidewalk, curb ramps, and bike boulevard improvements from S Lawrence Street to S Fife Street.

The improvements along S 60th Street include the following:

- Construct bike facilities on the north side of S 60th Street from S Adams Street to South Tacoma Way and transitioning to a bike boulevard to S Puget Sound Avenue.
- Provide a signalized pedestrian crossing at S 60th Street and South Tacoma Way and upgrade intersection crossing of S 60th Street and S Puget Sound Avenue to include pedestrian and bicycle safety treatments.
- Install curb ramps, gutter, lighting, and sidewalk on north side of S 60th Street between S Adams Street and South Tacoma Way. Include crossing at the SERA Campus entrance at S Adams Street and S 60th Street.

Additional elements that may be included along South Tacoma Way in the vicinity of S 56th Street and S 58th Street are installing station wayfinding, plantings trees along the curb line, and reducing the South Tacoma Way travel way width by providing parking in select locations.

This project grouping also includes extending the existing bike lanes on S Puget Sound Avenue to include the section between S 54th Street and S 56th Street and to include bicycle detection at S 56th Street/S Puget Sound Avenue.

1.1.2 S 56th Street Bicycle Pathway (A58) – Priority 1

A bicycle and pedestrian travel way would be constructed between S Tyler Street and the station to provide the ability for bicyclists and pedestrians to travel to the west and avoid S 56th Street between the station and S Madison Street. This facility includes:

- A shared sidewalk facility on S 56th Street between S Tyler Street and S Madison Street.

- A shared use path facility on S Madison Street between S 56th Street and northern boundary of the SERA Campus.
- Continue shared use path facility along northern edge of the SERA Campus between S Madison Street and S Adams Street. This path would tie into improvements on S 60th Street connecting S Adams Street and the station that are described in Section 1.1.1 above.

1.1.3 Station Area Improvements (A48, A55, E1, E2, E4, E7, E8, E9) – Priority 1

The South Tacoma Station area improvements are proposed to enhance access conditions for sight impaired, non-English-speaking, and disabled persons, as well support non-motorized access. These include the following upgrades to the station:

- Provide parking for micromobility modes such as scooters and bicycles.
- Install a public address system.
- Provide additional security cameras with signage notifying that cameras are active at the station and in the parking lot.
- Provide accessible wayfinding for sight impaired persons, including braille for ticketing and tactile strips between platform and drop-off areas on S Washington Street.
- Provide signage for non-English-speaking persons.
- Provide a mini-high shelter so riders with mobility devices can wait closer to where they board the train.
- Improve non-motorized crossings at both at-grade crossings of S 56th Street and S 60th Street with sidewalk crossing arms and 4-quadrant crossing arms, additional warning signage, and other accessibility improvements.

In addition, ADA-compliant curb ramps will be retrofitted/upgraded at 35 sidewalk locations within 0.5 mile of the station. Station area sidewalks will be constructed and improved within 0.5 mile of the station. The park-and-ride at S 60th Street, where riders wait while trains cross, will be provided with additional protection from the elements along the southern portion of the platform.

Wayfinding will be improved for traffic from the northeast to the station (via South Tacoma Way or via S Washington Street), from the northwest, and from the south (for drop-off rather than parking). Wayfinding will also be provided for non-motorized users from South Tacoma Way.

1.1.4 S Adams Street Connections (A23, A23A, A23B, A26, B2, B3) – Priority 1

Sidewalk and crossing improvements will be constructed on S Adams Street between S 56th Street and S 66th Street. Three options were developed for this corridor including:

- Add bike lanes and complete sidewalks on both sides of S Adams Street between S 56th and S 66th streets. This option would include crosswalks and ADA ramp upgrades at S Adams Street/S 60th Street and remove parking on one side of the street to accommodate the improvements within City of Tacoma right-of-way (ROW) (A23).
- Complete sidewalks on east side of S Adams Street and add shared use path on west side of street. This option would include crosswalks and ADA ramp upgrades at S Adams Street/S 60th Street, reduce vehicle lane widths, and move the western curb to

the east to accommodate the improvements within the city ROW, and remove parking in limited areas (A23A).

- Complete sidewalks on both sides of S Adams Street and add shared use path on west side of street within Metro Parks ROW. This option would include crosswalks and ADA ramp upgrades at S Adams Street/S 60th Street, utilizing both city ROW and Metro Parks ROW to accommodate the improvements, and would remove parking in limited areas (A23B).
- Provide signalized pedestrian crossing of S 66th Street at S Adams Street to facilitate transit access, bike connectivity, stripe crosswalks, and upgrade ADA ramps (A26).
- At the S Adams Street intersection with S 66th Street, provide improved passenger amenities, including shelter, pedestrian-scale lighting, and bench (B2, B3).
- Several options will be evaluated to replace parking removed with S Adams Street non-motorized improvements. These include potential additional parking areas within existing city ROW on the north side of S 58th Street between S Durango Street and S Adams Street (Extra Parking Option 1), and additional parking spaces in ROW on the east side of S Adams Street from S 64th Street to approximately 300 feet to the south (Extra Parking Option 2).

1.1.5 S Pine Street Connection to Water Flume Line Trail (A41.A) – Priority 1

S Pine Street provides a north-south connection between the station area and the employment center near the Tacoma Mall area. This project would construct bicycle lanes on S Pine Street from S Center Street to S 47th Street by removing through or turn lanes. S Pine Street turns into S Oakes Street approaching S 47th Street. These bicycle lanes would tie into the S Fife Street improvement described below.

1.1.6 S Fife Street Bicycle Boulevard (A40) – Priority 1

The project would include a bicycle boulevard on S Fife Street from S 48th Street to S 74th Street. At the north end, the corridor turns onto S 48th Street to S Oakes Street and on S Oakes Street between S 48th Street and S 47th Street, thus tying into the S Pine Street bicycle lanes described in Section 1.1.5 above.

The S Fife Street bicycle boulevard would include a pedestrian signal at S 56th Street and vehicle turn restrictions to safely support movement of bicyclists and pedestrians across the S 56th Street arterial.

1.1.7 Bus and Bus Stop Improvements (B5, B6, B7, B8, B10) – Priority 1

Pierce Transit Route 3 runs up South Tacoma Way from the Lakewood Transit Center and extends north through the project area, and would serve the access improvements. A number of transit stops, ROW, and intersections in this area are proposed for improvements. These are described in more detail below.

The project will provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting at South Tacoma Way intersections with S 56th, S 58th, and S 62nd streets. Intersection improvements along South Tacoma Way will also include transit signal priority at intersections along South Tacoma Way (S 56th Street, S 58th Street, and S 66th Street).

1.1.8 Other Bike Connections (A9, A37) – Priority 1

The project includes bicycle improvements along the following corridors:

- S Sprague Avenue – Would construct bike lanes on S 37th Street/S Sprague Avenue from South Tacoma Way to S Steele Street. This would provide a connection to the non-motorized crossing of Interstate 5 (I-5) at S 37th Street. (The nearest I-5 crossing for bicycles and pedestrians is half a mile to the north or south, and those crossings do not provide separation for bicyclists and pedestrians from vehicles).
- S 35th Street Bike Lanes – Would construct bike lanes on S 35th Street between S Pine Street and S Sprague Avenue, connecting S Sprague Avenue and the S 37th Street crossing to the improved north-south S Pine Street corridor bike lanes (described in Section 1.1.5).

1.1.9 Other Potential Improvements (A49, A50, E11) – Priority 1

Other potential improvements include the following:

- Leading Pedestrian Intervals at Signals – Upgrade signals to include Leading Pedestrian Intervals at signalized intersections within 0.25 mile; include accessible pedestrian signals and no right turn on red (static or actuated signage).
- Bike Detection Intersection Upgrades – Include bike detection at select intersections along existing bike routes within 0.25 mile of station.
- Street Lighting Improvements – Install street lighting on priority roadways within 0.25 mile of the station.

1.1.10 S Tyler Street Protected Bike Lanes (A43) – Priority 2

S Tyler Street serves as a primary north-south route for bikes adjacent to the station, to the north. The project would add horizontal and vertical protection to existing bicycle lanes from S 74th Street to S Wright Avenue by removing turn or through lanes.

1.1.11 S 60th Street east of S Puget Sound Avenue (A29) – Priority 2

The area east of S Puget Sound Avenue and bounded by S 56th Street, S Wapato Street, and S 66th Street includes approximately 0.5 square mile of residents and includes Edison Elementary School, Wapato Hills Park, and the Water Flume Line Trail. This improvement would add sidewalks and bike boulevard treatments on S 60th Street between S Puget Sound Avenue and S Prospect Street, providing for a connection from this area to and from the South Tacoma Station.

1.1.12 S Washington Street Sidewalks (A21) – Priority 2

The section of S Washington Street connecting the station to the north does not include sidewalks. This project would construct sidewalks on the western side of the street between S 56th Street and S 58th Street.

1.1.13 S 45th Street Bicycle Sharrows – Priority 2

Bicycle sharrows will be added to S 45th Street from S Union Avenue to S Lawrence Street, and extend along S Union Avenue to connect to the Water Flume Line Trail/S 47th Street/South Tacoma Way.

1.1.14 SERA Campus Shared Parking Lot (D1) – Priority 2

Improvements to existing parking at the SERA Campus will include expanding the existing SERA parking lot, located west of the South Tacoma Station, by an additional 50 parking stalls and making improvements to parking, including parking management, to allow for shared parking. Improvement includes accessible connecting routes to and street crossing of S Adams Street.

1.1.15 S 66th Street Bike Lanes (A4) – Priority 2

Add protected bike lanes and upgrade existing bike lanes to protected bike lanes on S 66th Street from S Orchard Street to S Puget Sound Avenue.

1.2 Purpose of the report

HRA and DEA prepared this cultural resources technical report to document the findings of archaeological and built-environment survey and inventory investigations within the AI for the project. The report will be used to support environmental review and support consultation with Tribes and the Department of Archaeology and Historic Preservation (DAHP) regarding cultural resource eligibility.

1.3 Key personnel

Cultural resources inventory, survey work, and cultural resources evaluations were performed by the consultants identified in Table 1-1.

Table 1-1 Key personnel

Name	Qualifications	Roles and Responsibilities
Lynn Compas, MS	MA, Cultural Resources Management, Principal Archaeologist	Principal Investigator and Principal Archaeologist
Chrisanne Beckner, MS	MS, Historic Preservation/English, Senior Architectural Historian	Project Manager, Principal Investigator, and Architectural Historian
Matthew Warren, PhD	PhD, Archaeology, Archaeologist 2	Principal Investigator and Archaeologist
Cecelia Wolman, MA	MA, Anthropology/Computer Science, Archaeologist 1	Archaeological Investigator
Taylor Smith, BA	BA, Anthropology, Archaeological Technician	Archaeological Investigator

HRA conducted an archaeological survey for the project. HRA Principal Investigator Matthew Warren, who meets the Secretary of the Interior's professional qualification standards for archaeology, led the field team, including Cecelia Wolman and Taylor Smith, and completed pedestrian and subsurface survey for the project under the supervision of Lynn Compas, Principal Archaeologist. Warren authored sections of the report with the help of Wolman and Harriman.

Additionally, HRA conducted a built-environment survey for the project. HRA Principal Investigator Chrisanne Beckner, MS, who meets the Secretary of the Interior's professional qualification standards for architectural history, conducted a field survey for the project, provided evaluations of surveyed resources, and prepared historic property inventory (HPI) forms. She authored sections of the report with the help of Wolman.

1.4 Regulatory context

Sound Transit is reviewing this project under SEPA in its capacity as lead agency. SEPA requires that project proponents identify possible environmental impacts that may result from government decisions, including impacts to cultural resources. Cultural resources include historic built-environment resources (buildings, structures, and objects) and archaeological sites that qualify for or are listed in local (city or county), state, and/or national registers of historic places. Under SEPA, cultural resources located on or adjacent to the project should be evaluated for their eligibility at the local, state, and national levels.

The project does not include funding from the State of Washington and therefore does not require compliance with Governor's Executive Order 21-02.

In addition to SEPA, the State of Washington requires compliance with the cultural resources laws and regulations under the Revised Code of Washington (RCW) 27.53 Archaeological Sites and Resources, RCW 27.44 Indian Graves and Records, and RCW 68.50.645 Skeletal Human Remains—Duty to Notify.

Archaeological resources and historic-period, built-environment resources were evaluated for their eligibility for listing in the National Register of Historic Places (NRHP). Additional built-environment resources were evaluated for their eligibility to the Washington Heritage Register (WHR) and the Tacoma Register of Historic Places (TRHP). Certified local governments are considered the experts on whether resources meet the criteria for local listing in city or county registers of historic places. Consulting parties, including the Washington DAHP, provide expert opinions on whether resources meet the criteria for listing in state and national registers of historic places and whether proposed projects have the potential to adversely impact cultural resources.

Other local regulations that were reviewed during the assessment included the City of Tacoma's Municipal Code, Section 13.07, Landmarks and Historic Special Review Districts.

1.4.1 NRHP requirements for listing

1.4.1.1 Criteria for significance

To be eligible for listing in the NRHP, a resource must meet one of four criteria for significance and possess sufficient integrity to express its significance based on the guidelines of the National Park Service (NPS) (NPS 1997).

Sound Transit evaluates resources using the following guidelines established by the NPS. To be eligible for listing in the NRHP, a property must be significant under one of the following criteria:

- Criterion A: Under Criterion A, properties can be determined eligible for listing in the NRHP if they are associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B: Under Criterion B, properties can be determined eligible for listing in the NRHP if they are associated with the lives of persons significant in our past (i.e., persons whose activities are demonstrably important within a local, state, or national context).
- Criterion C: Under Criterion C, properties can be determined eligible for listing in the NRHP if they embody the distinctive characteristics of a type, period, or method of construction, represent the works of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., are part of a district). Discrete features, a particular building for example, may best be documented under this Criterion, though collections of resources may also have significance under Criterion C for architecture or engineering association.
- Criterion D: Under Criterion D, properties may be eligible for the NRHP if they have yielded, or may be likely to yield, information important in history. To be eligible under Criterion D, the property must have, or have had, information to contribute to our understanding of human history and that information must be considered “important” (NPS 1997). Most commonly applied to archaeological sites, buildings, structures, and objects may be eligible under Criterion D if they are the principal source of information.

1.4.1.2 Integrity

Integrity is the ability of a property to convey its significance. To be eligible for the NRHP, a property must not only be shown to be significant under NRHP criteria (A–D above), but it must also have integrity. The evaluation of integrity is grounded in an understanding of a property’s physical features and how they relate to its significance. Historic properties either retain integrity (that is, convey their significance) or they do not. To retain integrity, a property will always possess several, and usually most, of the seven aspects of integrity, which are:

- Location. Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design. Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting. Setting is the physical environment of a historic property.
- Materials. Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship. Workmanship is the physical evidence of crafts of a particular culture or people during any given period in history or prehistory.
- Feeling. Feeling is the property’s expression of the aesthetic or historic sense of a particular period of time.
- Association. Association is the direct link between an important historic event or person and a historic property (NPS 1997).

1.4.2 Additional historic register criteria for listing

1.4.2.1 Washington Heritage Register

To be individually eligible for listing in the WHR, a property must be significant within a historic context. Sites that are listed in the NRHP are automatically added to the WHR (25-12 Washington Administrative Code). As such, a separate nomination is not needed and, for the purposes of this report, the same four criteria utilized for the NRHP (A through D above) are used to evaluate resources for eligibility for listing in the WHR (DAHP 2023a).

1.4.2.2 Tacoma Register of Historic Places

The City of Tacoma is a certified local government and manages the TRHP. To be eligible for listing in the TRHP, a property must be at least 50 years old. It must possess integrity of location, design, setting, materials, workmanship, feeling, and association such that it is able to convey its historical, cultural, or architectural significance, and it must meet one of the following criteria:

- a. Is associated with events that have made a significant contribution to the broad patterns of our history; or
- b. Is associated with the lives of persons significant in our past; or
- c. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- d. Has yielded or may be likely to yield, information important in prehistory or history; or
- e. Abuts a property that is already listed on the Tacoma Register of Historic Places and was constructed within the period of significance of the adjacent structure; or
- f. Is already individually listed on the National Register of Historic Places; or
- g. Owing to its unique location or singular physical characteristics, represents an established and familiar visual feature of the neighborhood or City (City of Tacoma 2023).

1.5 Agency and Tribal coordination

Copies of this technical report will be distributed to Tribes and DAHP for their review and comment. Sound Transit will allow 30 days for review of the documents. Sound Transit will also request formal NRHP and WHR eligibility determinations from DAHP for resources newly identified by this effort. These practices are not required under SEPA but are part of Sound Transit's best practices for cultural resources compliance.

1.6 Area of impacts

The AI for a project defines the boundary within which the project has the potential to impact cultural resources. Because there are multiple improvements under consideration, the project is assumed to have one AI that encompasses all potential project elements (Figure 1-1 and

Figure 1-2). The vertical impacts of the project are varied across the proposed improvements. All details have not been finalized; however, basic aspects of the design have been completed for most improvements to provide estimated height ranges for project elements. The expected depths of proposed improvements vary.

Where the adjacent parcel is ROW, the AI extends to the next adjacent parcel (up to 200 feet) to account for any potential impacts on the viewsheds of neighboring resources. Where activities have no potential to impact viewsheds (i.e., at-grade improvements or improvements not exceeding 1 foot in height), the AI is limited to the area of anticipated ground disturbance. Because the project will take place in an urbanized environment, and there are no expected impacts associated with the addition of light poles or signage, the AI is limited to the area of anticipated ground disturbance where these elements are proposed.

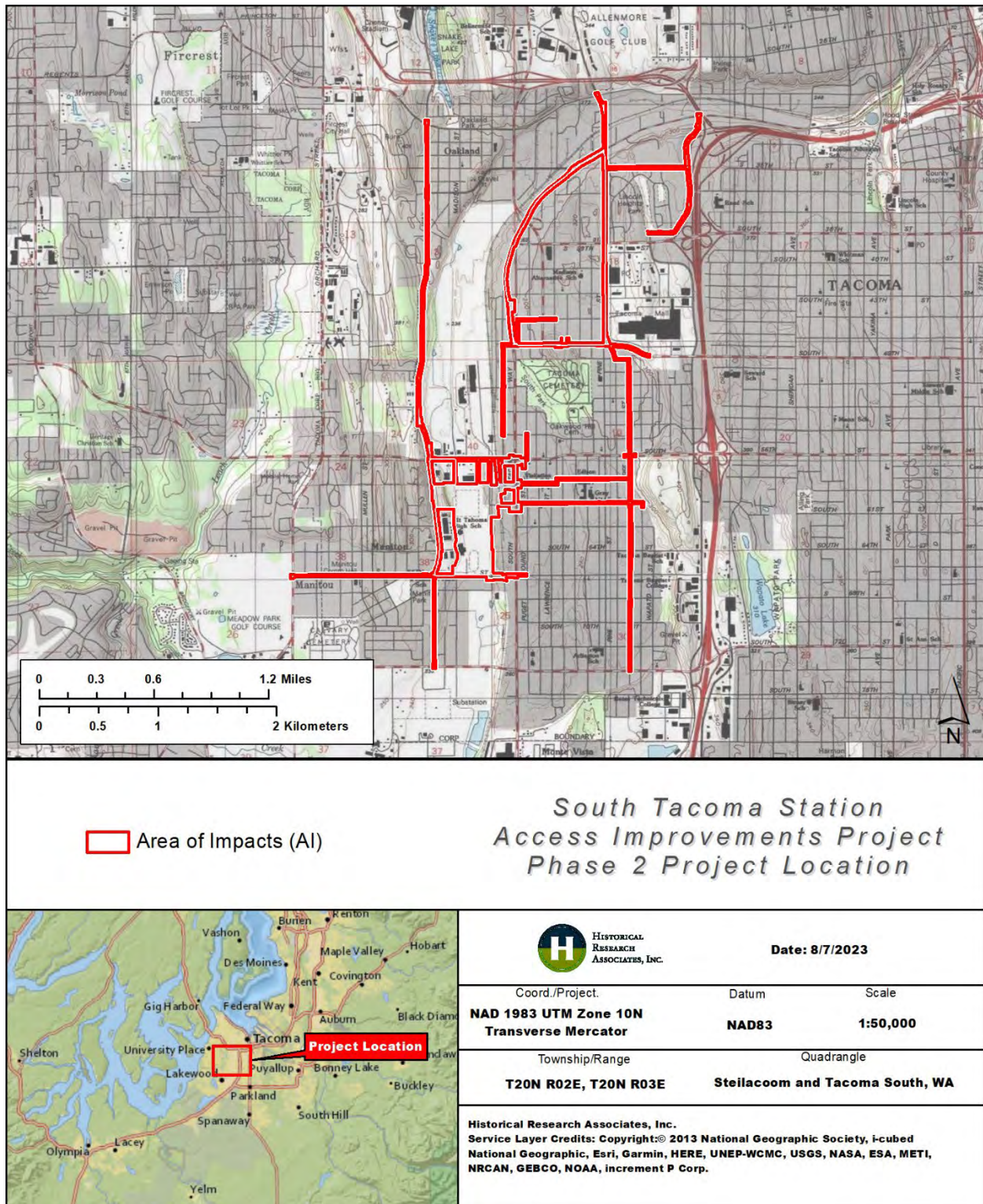


Figure 1-1 Project location and vicinity

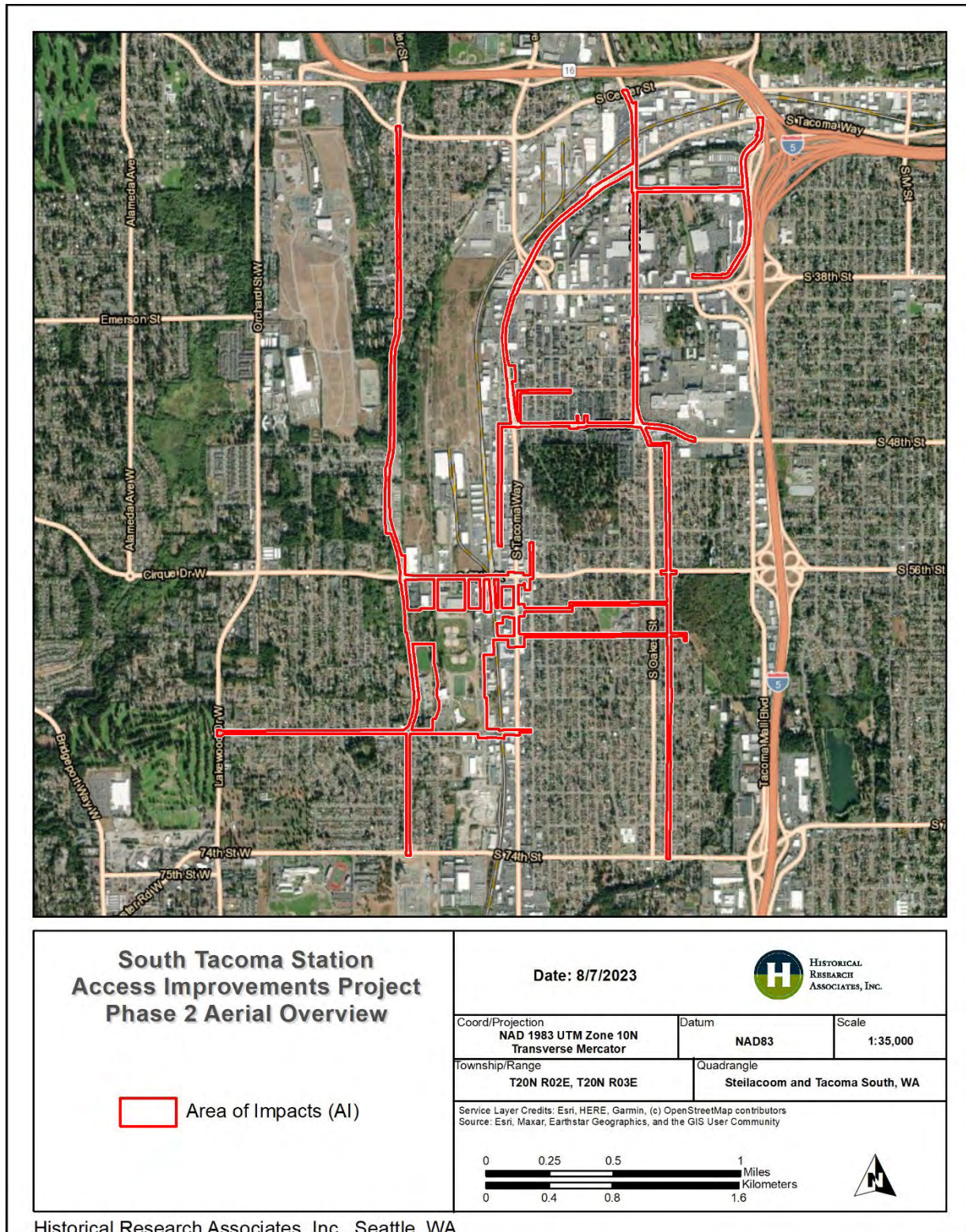


Figure 1-2 Aerial of project location and vicinity

2 ARCHIVAL RESEARCH

To identify previously recorded cultural resources within the AI, HRA conducted archival research using published and electronic sources, including those provided by state and local governments.

2.1 Research methods and materials reviewed

HRA Archaeologist Matthew Warren, PhD, conducted an archival record search for the project using a research radius of 0.25 mile. Warren reviewed the DAHP online database (Washington Information System for Architectural and Archaeological Records Data [WISAARD]) for archaeological site records, cultural resources survey reports, historic register information, and cemetery records. Warren also reviewed the statewide archaeological predictive model on WISAARD for probability estimates for encountering archaeological resources within the AI.

Warren searched HRA's in-house library for information on the environmental, archaeological, and historical context of the AI and vicinity. He reviewed historic-period plats from the U.S. Surveyor General (USSG) General Land Office (GLO) for the presence of structures and features that might have been present within the AI, as well as indicators of potential archaeological sites and past land-use patterns. He also reviewed other historic-period maps and atlases (i.e., Metsker, Plummer, Sanborn, and U.S. Geological Survey [USGS] maps) for historic-period structures, sites, and features, and changes in the vicinity of the AI. In addition, Warren reviewed ethnographic sources (e.g., Dailey 2020; Hilbert et al. 2001) for information regarding place names, burials, and land-use practices.

2.2 Archival research results

2.2.1 Previous cultural resources studies

Five previous cultural resources studies that overlap the AI have been conducted since 1995 (see Table 2-1). The first of these studies included a historic building inventory that was an update to several previous cultural resources surveys of historic-period architectural resources within the South Tacoma and South End areas. A total of 197 historic-period buildings were revisited in the study, 3 of which are listed in the NRHP (Eysaman & Company 2005). Two of these buildings, the Tacoma Mausoleum (45PI629) and the Coffee Pot Restaurant/Bob's Java Jive (45PI1330), are within 0.25 mile of the AI. One study was conducted for a highway infrastructure improvements project, a portion of which overlapped the AI at S Pine Street, S 35th Street, and along S Sprague Avenue. The study included archaeological reconnaissance and test trench excavations within archaeologically sensitive areas, during which no intact archaeological deposits or features were identified, as well as a historic building inventory. A total of 35 historic-period structures were inventoried, none of which were assessed to be eligible for listing in the NRHP (Bard 2008). One study was conducted for an infrastructure improvement project along S Tyler Street that included pedestrian and subsurface surveys, during which no cultural resources were identified. The study also included a historic building inventory of one historic-period structure, which was found to lack integrity and was therefore not recorded (Earley 2009).

Two cultural resources studies were conducted for a railway improvement project along the Burlington Northern Santa Fe line. The first of these studies included pedestrian and subsurface survey, as well as an historic building inventory. A total of 3 historic-period archaeological sites,

2 historic-period archaeological isolates, and 37 historic-period buildings were inventoried, 3 of which were assessed to be eligible for listing in the NRHP; none of these resources are within 0.25 mile of the AI (Chasteen et al. 2008). The second study included subsurface survey and a historic building inventory, during which one precontact archaeological isolate and nine historic-period properties were identified, respectively. None of these resources are within 0.25 mile of the AI. DAHP determined that two of the historic-period structures were eligible for listing in the NRHP and one of the structures was not eligible for listing in the NRHP (Van Galder et al. 2012).

An additional five cultural resources studies have been conducted within 0.25 mile of the AI since 1995. The first of these studies included a historic building inventory that was an update to a previous cultural resources inventory conducted in 1993. A total of 254 historic-period buildings were revisited in the study, 14 of which are listed in the NRHP; none of these resources are within 0.25 mile of the AI (Eysaman & Company 2004). One study was conducted for a telecommunications installation project approximately 0.1 mile northwest of the AI that included a historic building inventory, during which one historic-period building was inventoried and recommended not eligible for listing in the NRHP (Schultz 2006). Another study was conducted for a telecommunications installation project approximately 0.2 mile from the AI between South Tacoma Way and S Pine Street that included pedestrian survey and a visual effects survey, during which no cultural resources were identified (Baker 2014).

Two studies were conducted for a highway improvements project along I-5, portions of which were located less than 0.1 mile east of the AI. The first of these studies included pedestrian survey, during which no cultural resources were identified (Kopperl 2004). The second of these studies included a historic building inventory, during which 11 historic-period buildings were inventoried; none of these were formally evaluated for listing in the NRHP (Weaver 2004).

Table 2-1 Previous cultural resource studies within 0.25 mile of the AI

Reference	NADB ¹	Title	Distance and Direction from AI	Cultural Resources Identified Within the AI
Eysaman & Company 2004	1350236	Survey and Inventory in the Hilltop Area of Tacoma Update 2004	0.2 mile north	None
Kopperl 2004	1343451	Cultural Resources Clearance Survey SR 5 HOV Lane Construction 48th Street to Pacific Avenue, Tacoma, Pierce County	< 0.1 mile east	None
Weaver 2004	1343924	Cultural Resources Assessment for the I-5 High Occupancy Vehicle Project, Tacoma, Washington Addendum Considering Historic Properties	< 0.1 mile east	None
Eysaman & Company 2005	1348257	<i>Reconnaissance Level Survey Update of South Tacoma Edison/Excelsior & the South End Fern Hill & Lincoln Park</i>	Overlaps the AI	None
Schultz 2006	1684720	<i>SE5554B/Center Street/Comstock 3323 S. Lawrence Street, Tacoma, Washington 98409</i>	0.1 mile northeast	None

Reference	NADB ¹	Title	Distance and Direction from AI	Cultural Resources Identified Within the AI
Bard 2008	1351211	<i>Tacoma/Pierce County HOV Program, SR 16: Westbound Nalley Valley, SR 16: Eastbound Nalley Valley and Sprague Valley Interchange, I-5: SR 16 – I-5 Realignment and HOV Connections Historic, Cultural, and Archaeological Resources Discipline Report</i>	Overlaps the AI	None
Chasteen et al. 2008	1351522	<i>Final Cultural Resources Survey/Discipline Report: Point Defiance Rail Bypass Project, Pierce County, Washington</i>	Overlaps the AI	None
Earley 2009	1352461	<i>Cultural Resources Assessment of the South Tyler Street Improvement Project, Tacoma, Washington</i>	Overlaps the AI	None
Van Galder et al. 2012	1683008	<i>Section 106 Survey Report Historic, Cultural, and Archaeological Resources/Discipline Report: Federal Railroad Administration–WSDOT Point Defiance Bypass Project Environmental Assessment</i>	Overlaps the AI	None
Baker 2014	1686084	<i>Cultural Resource Survey: Proposed Telecommunications Tower Site, Site Name: TAC Montgomery – New Build, Tacoma, Pierce County, Washington</i>	0.1 mile east/west	None

Note: NADB = National Archeological Database.

2.2.2 Previously recorded archaeological resources

There are no previously recorded archaeological resources within 0.25 mile of the AI. The nearest archaeological site, 45PI1375 (Asotin's Olde Retaining Wall), is located approximately 0.5 mile east of the AI near the intersection of S Asotin Street and S 47th Street and consists of an early twentieth-century dimensional timber retaining wall and associated historic debris scatter (Hayman 2015). The site has not been formally evaluated for listing in the NRHP (DAHP 2023b).

2.2.3 Cemeteries

There are no cemeteries within the AI, and six cemeteries within 0.25 mile of the AI (DAHP 2023). These include the Old Tacoma Cemetery (45PI899), Prairie Cemetery (45PI896); Calvary Catholic Cemetery (45PI892), Pierce County/Potters Field Cemetery (45PI970), the Tacoma Mausoleum (45PI629), and Mountain View Memorial Park (45PI871).

2.2.4 Historic-period maps

The oldest depictions of the AI are on a series of GLO plats dated to between 1867 and 1869 (Table 2-2; Appendix C). The plats indicate an unidentified road passing through the north end of the AI near present-day S Hood Street, the home of an “E. Spinning” near the present-day intersection of S 66th Street and S Fife Street, and the “Renevan” home near the present-day intersection of S 60th Street and S Cedar Street. By 1869, the land claims of John Neisson (Claim No. 40) and John Rydney (Claim No. 38) had been established across the central and southwestern portions of the AI, respectively, as well as the neighboring land claims of W. P. Dougherty (Claim No. 37) and John Bradly (Claim No. 39) located to the south of the AI. The plats also show that much of the terrain between present-day S Tyler Street and S Adams Street, including most of what is now the SERA campus, consisted of marshland (USSG 1867, 1868, 1869a, 1869b). A pair of maps produced in the late 1880s show that several new roads and the Northern Pacific Railway had been constructed by this time, the latter of which passed from north to south through the center of the AI. Two new parks, Cascade Park and Monticello Park, had been developed in the central portion of the AI, and several new properties had also been established across different portions of the AI (Plummer 1889a, 1889b). Residential development across the AI continued in earnest over the following decade, such that the small communities of Edison (north-central portion of the AI), Excelsior (south-central portion of the AI), and Rigney (at the southeast end of the AI) had emerged south of Tacoma by the end of the century. At the same time, urban sprawl extending southward from Tacoma encroached on the north end of the AI, and two additional railway lines passed through the west and east sides of the AI near the present-day alignments of S Tyler Street (“T. Railway & Motor Co.”) and S Pine Street (Tacoma Lakepark and Columbia River” Railway), respectively (USGS 1897).

The next publicly available maps depicting the AI date to the mid-twentieth century and indicate that considerable residential, infrastructural, and commercial development had occurred across it in the intervening decades. By the early 1940s, the AI had formally become part of Tacoma, being specifically situated within the neighborhood communities of Oakland (northwest end of the AI), Manitou Park (southwestern corner of the AI), and South Tacoma (the remainder of the AI). Gridded streets crosscut the AI by this time; U.S. Route 99 had been constructed along the present-day alignment of South Tacoma Way; and several schools had been established across the area (USGS 1940, 1941). Over the following two decades, the South Tacoma area became increasingly well developed and integrated into the rest of the city, with virtually all modern street alignments in place by the early 1960s (Metsker 1951a, 1951b, 1960a, 1960b, 1960c, 1960d; USGS 1948, 1959, 1961).

Table 2-2 Historic-period maps and plats that include the AI

Title	Reference	Description
Township No 20 North, Range No 3 East Willamette Meridian	USSG 1867	AI: home of E. Spinning; one unidentified road Research Radius: home of “Renevan”
Township No 20 North Range No 3 East Will. Mer.	USSG 1868	AI: property of John Neisson Research Radius: None
Township No 20 North Range No 2 East Will Mer.	USSG 1869a	AI: unidentified marsh; property of J. Neison [sp.] Research Radius: unidentified agricultural fields (possibly property of J. Neisson and “Hentaleman”)

Title	Reference	Description
Township No 20 North Range No. 2 East Will. Mer.	USSG 1869b	AI: donation land claims of John Neisson (Claim No. 40) and John Rygney (Claim No. 38) Research Radius: donation land claim of W. P. Dougherty (Claim No. 37)
Township 20 North Range 2 East	Plummer 1889a	AI: unidentified creek and marsh; donation land claims of John Neisson (Claim No. 40) and John Rygney (Claim No. 38); three properties with identified owners (names illegible); unidentified railroad (Northern Pacific Railway); unidentified road Research Radius: donation land claim of W. P. Dougherty (Claim No. 37); one property with identified owner (name illegible)
Township 20 North Range 3 East	Plummer 1889b	AI: unidentified creek; unidentified railroad (Northern Pacific Railway); three unidentified roads; Monticello Park; Cascade Park; several properties with identified owners Research Radius: several properties with identified owners
Tacoma. Washington 1:125,000, topographic quadrangles	USGS 1897	AI: unidentified marsh; city of Tacoma; communities of Edison, Excelsior, and Rigney; "T. Ry. & Motor Co." railway; Northern Pacific Railway; "Tacoma Lakepark and Columbia River" railway; numerous unidentified roads; numerous unidentified buildings Research Radius: numerous unidentified roads; numerous unidentified structures
Anderson Island. Washington 1:62,500, topographic quadrangles	USGS 1940	AI: Hanna Pierce Road; unidentified road; transmission line Research Radius: Meadow Park Golf Club; numerous unidentified loose-surface graded, dry weather roads; two unidentified dirt roads; two unidentified paths; several unidentified structures
Tacoma South. Washington 1:62,500, topographic quadrangles	USGS 1941	AI: South Tacoma Swamp; city of Tacoma; communities of Oakland, South Tacoma, and Manitou Park; Great Northern/ Northern Pacific Railroad; U.S. Route 99/410/State Route 1; numerous unidentified light-duty roads Research Radius: unidentified lake; Madison School; Edison School; Arlington School; unidentified cemetery; numerous unidentified structures; numerous unidentified light-duty roads
Steilacoom. Washington 1:24,000, topographic quadrangles	USGS 1948	AI: community of Manitou; two unidentified heavy-duty roads Research Radius: unidentified golf course; unidentified heavy-duty road; numerous light-duty roads; numerous unidentified structures

Title	Reference	Description
Township 20 N., Range 2 E. W.M.	Metsker 1951a	Al: city of Tacoma; Northern Pacific Railway; numerous identified roads; numerous identified properties Research Radius: Meadow Park Golf Course; Calvary Cemetery; numerous identified roads; numerous identified properties
Township 20 N., Range 3 E. W.M.	Metsker 1951b	Al: city of Tacoma; community of South Tacoma; numerous identified roads; numerous identified properties Research Radius: Allenmore Golf Course; Tacoma Cemetery; numerous identified roads; numerous identified properties
Steilacoom. Washington 1:24,000, topographic quadrangles	USGS 1959	Al: community of Manitou; Manitou-Custer Road; Ferdinand Street; unidentified light-duty road Research Radius: Meadow Park Golf Course; Calvary Cemetery; numerous unidentified light-duty roads; numerous unidentified structures
Township 20 N., Range 2 E. W.M. Northeast Quarter	Metsker 1960a	Al: city of Tacoma; So. Manitou Way/Tyler Street; So. Bantz Blvd.; So. Tac. Way; two unidentified roads Research Radius: Snake Lake; Tacoma Airport; Department of Public Utilities; Met. Park; Oakland Playfield; Oakland School; Northern Pacific Railroad; numerous identified roads; numerous identified properties
Township 20 N., Range 2 E. W.M. Southeast Quarter	Metsker 1960b	Al: city of Tacoma; Mt. Tahoma High School; numerous identified roads; several unidentified properties Research Radius: Northern Pacific Car Shops; Meadow Park Golf Course; Calvary Cemetery; Elementary School Site; numerous identified roads; numerous identified and unidentified properties
Township 20 N., Range 3 E. W.M. Northwest Quarter	Metsker 1960c	Al: city of Tacoma; numerous identified roads Research Radius: Elks – Allenmore Golf Course; Reed School; Madison School; Northern Pacific Railroad; numerous identified roads; numerous identified and unidentified properties
Township 20 N., Range 3 E. W.M. Southwest Quarter	Metsker 1960d	Al: city of Tacoma; numerous identified roads Research Radius: Tacoma Cemetery; Oakwood Cemetery; Visitation School; Edison School; Gray Jr. High School; Arlington School; numerous identified roads; numerous identified and unidentified properties

Title	Reference	Description
Tacoma South. Washington 1:24,000, topographic quadrangles	USGS 1961	AI: city of Tacoma; communities of Oakland, South Tacoma, and Manitou; Mt. Tahoma High School; Northern Pacific Railroad; numerous identified and unidentified roads; numerous unidentified structures. Research Radius: Snake Lake; South Tacoma Swamp; Snake Lake Park; Allenmore Golf Club; Reed School; South Tacoma Airport; Madison School; Tacoma Cemetery; Oakwood Cemetery; Mausoleums; Visitation School; Edison School; Gray Jr. High School; Arlington School; numerous identified and unidentified streets; numerous unidentified structures

2.2.5 Historic register properties

There are no properties listed in the NRHP, WHR, or TRHP within the AI. There are two properties listed in the NRHP, WHR, and TRHP within 0.25 mile of the AI (City of Tacoma 2020; DAHP 2023a). The first of these, the Tacoma Mausoleum (45PI629), was dedicated in 1910 and is located at the south end of Oakwood Hill Cemetery at the intersection of S 53rd Street and S Cedar Street, approximately 0.2 mile west of the AI. The reinforced concrete mortuary complex, comprising two buildings, was designed by Northwest architects George Gove and Silas Nelson and built between 1910 and 1956 (Pavia 1999). The second property, Bob's Java Jive (45PI1330), also known as the Coffee Pot Restaurant, is located at the intersection of South Tacoma Way and S Ferry Street less than 0.1 mile west of the AI. Bob's Java Jive, a wood-frame structure with a smooth stucco exterior, was constructed in 1930. Designed in the memetic or programmatic style, the structure is shaped like a 1920s stovetop coffeepot. A large banquet hall addition was added to the rear of the building in 1940, and a pool room was added off the banquet hall in 1956 (Staaz and Mitchell 2013). One additional property that is listed only in the TRHP, the White Shield Home, is located at the intersection of S 52nd Street and S State Street approximately 0.25 mile east of the AI (City of Tacoma 2020).

There is one NRHP- and WHR-eligible property within the AI, the Northern Pacific Railway (Property ID 85129), which crosses the AI at S 66th Street between S Adams Street and South Tacoma Way (DAHP 2023a). There are an additional 10 NRHP- and WHR-eligible properties within 0.25 miles of the AI (DAHP 2023a). These include the 66th Street OC Bridge (Property ID 85105), the South Tacoma Pump Station (Property ID 31844) at the intersection of S Clement Avenue and S 62nd Street, a residence at 6028 S Warner Street (Property ID 503426), Gray Intermediate School at 3109 S 60th Street (Property ID 31843), a residence at 5605 S Warner Street (Property ID 519574), a residence at 2919 S 52nd Street (Property ID 535791), the Tacoma Water Works Administration Building at the intersection of S Union Avenue and S 35th Street (Property ID 31800), the Tacoma Mall Office Building at 4301 S Pine Street (Property ID 724771), the Northwest Chair Company at 2201 South Tacoma Way (Property ID 112685), and the Roman Meal Building at 2101 South Tacoma Way (Property ID 49921).

2.2.6 DAHP predictive model

DAHP has generated a predictive model for the likelihood of encountering archaeological sites based on statewide information and large-scale factors. Information on geology, soils, site types, landforms, and features depicted on the GLO maps were used to establish or predict

probabilities for archaeological resources throughout the state. The DAHP model uses five categories of prediction: Low Risk, Moderately Low Risk, Moderate Risk, High Risk, and Very High Risk. The DAHP predictive model map indicates that the AI is generally predicted to be of High Risk for the identification of archaeological sites. Some portions of the AI are, however, predicted to be of Moderately Low to Moderate Risk for the identification of archaeological sites, including along S 66th Street between Lakewood Drive W and S Orchard Street, along S Tyler Street between S 62nd Street and S Manitou Way, along S Pine Street north of South Tacoma Way, S 35th Street east of S Pine Street, and along S Sprague Avenue (Figure 2-1).

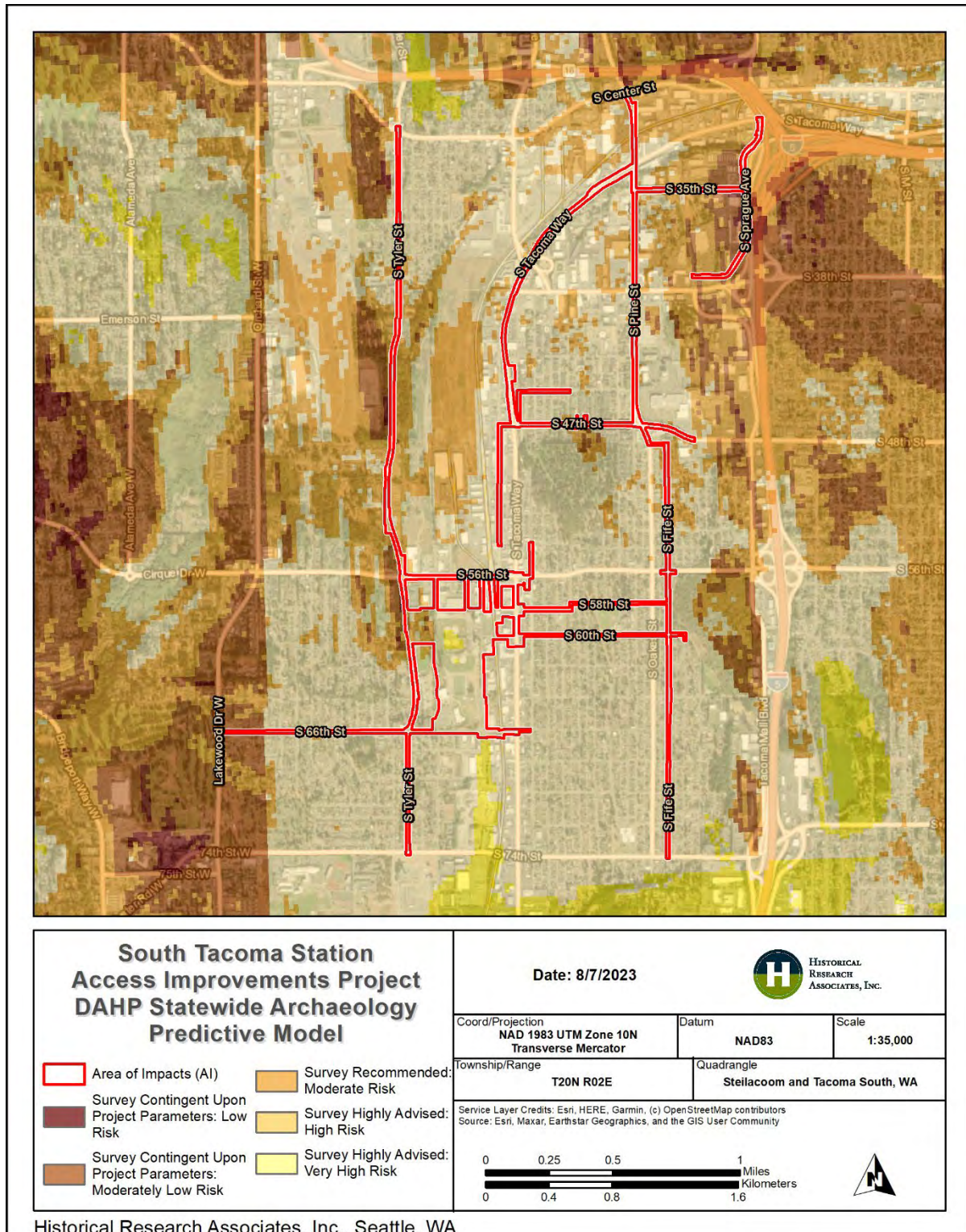


Figure 2-1 AI overlaid on DAHP statewide archaeological sensitivity predictive model

3 ENVIRONMENTAL CONTEXT

Environmental variables, such as geology, climate, topography, fauna, and flora, affect the way humans use the landscape. The information below presents the resources that would have been available to precontact and ethnographic-period groups inhabiting, seasonally frequenting, and traversing the AI and surrounding vicinity.

3.1 Topography and geology

The AI is situated in a well-developed urban area in the city of Tacoma in Pierce County, Washington. It lies within the northern half of the Puget Trough Physiographic Province of western Washington. The north-south trough of the Puget Lowland separates the Olympic Mountains to the west from the Cascade Range to the east. This lowland region was carved out by glacial activity during the final period of Pleistocene glaciation of western Washington (the Vashon Stade) (Franklin and Dyrness 1973:17). As the glaciers retreated at the end of the Pleistocene, the coastal and adjacent lowlands experienced isostatic rebound and were extensively inhabited by new plant and animal communities.

The surface geology in the vicinity of the AI consists primarily of Pleistocene (Fraser-age) continental glacial drift and outwash deposits. Pleistocene continental glacial till deposits are present along much of S Tyler Street and within the adjacent northwest corner of the SERA park property (Washington State Department of Natural Resources [WSDNR] 2023). The soils within most of the SERA park property and across the northern half of the AI are classified as Urban land, 0 to 5 percent slopes, indicating extensive previous ground disturbance has occurred in these areas. Soils across the southern half of the AI and along S Tyler Rd. are primarily classified as a patchwork of Urban land–Alderwood complex, 0 to 35 percent slopes; Alderwood–Everett–Urban land complex, 12 to 35 percent slopes; and Alderwood–Everett complex, 0 to 60 percent slopes. The U.S. Department of Agriculture (USDA) specifies that a typical soil profile of each of these soil complexes is characterized by gravelly sandy loam from 0 to 7 inches below ground surface and very gravelly sandy loam from 7 to 59 inches below ground surface. These soils are moderately well drained, with a water table from 18 to 35 inches below ground surface (USDA Soil Survey 2023).

3.2 Climate and vegetation

The AI is located within a *Tsuga heterophylla*, or Western Hemlock, vegetation zone. The dominant climax species in this zone include Douglas-fir (*Pseudotsuga meniesii*), western hemlock (*Tsuga heterophylla*), and western red cedar (*Thuja plicata*), with red alder (*Alnus rubra*) and big-leaf maple (*Acer macrophyllum*) dominating in disturbed areas (Franklin and Dyrness 1973:72). Understory species commonly found in the forested areas of this zone include vine maple (*Acer circinatum*), Pacific rhododendron (*Rhododendron macrophyllum*), oceanspray (*Holodiscus discolor*), western yew (*Taxus brevifolia*), Pacific dogwood (*Cornus nuttallii*), red huckleberry (*Vaccinium parvifolium*), Oregon grape (*Mahonia nervosa*), salal (*Gaultheria shallon*), trailing blackberry (*Rubus ursinus*), devil's club (*Oplopanax horridus*), and creeping snowberry (*Gaultheria hispidula*) (Franklin and Dyrness 1973). The regional climate is characterized by cool summers and mild, relatively wet winters (Suttles 1990:17).

The AI is presently located within a well-developed urban commercial and neighborhood setting. It is primarily located within paved ROW, as well as grass- and shrub-covered road shoulders and irrigation ditches. The AI also includes the SERA park property, which includes manicured ball fields, restroom facilities, and paved and graveled parking lots bounded by vegetated strips,

as well as a wooded area at its northwest corner and narrow lines of native trees (including Douglas-fir, big-leaf maple, and red alder) along stretches of its margins.

3.3 Fauna

Historically common animal species in the vicinity of the AI included black-tailed deer (*Odocoileus hemionus*), elk (*Cervus elaphus*), black bear (*Ursus americanus*), cougar (*Felis concolor*), bobcat (*Felis rufus*), coyote (*Canis latrans*), red fox (*Vulpes vulpes*), fisher (*Mustela sp.*), marten (*Mustela sp.*), muskrat (*Ondatra zibethica*), beaver (*Castor canadensis*), bald eagle (*Haliaeetus leucocephalus*), and a variety of owls, ducks, and small song birds. Large mammals had fairly extensive ranges and were more common in upland areas. Riverine and wetland habitats typically support a specialized but diverse array of fauna that includes raccoon (*Procyon lotor*), river otter (*Lutra canadensis*), beaver, and a variety of migratory waterfowl and woodland birds (Eder 2002; Kruckeberg 1991; Larrison 1967).

Within the AI, eastern gray squirrel (*Sciurus carolinensis*), crows (*Corvus brachyrhynchos*), and various songbirds were observed during the fieldwork.

4 CULTURAL CONTEXT

This section provides an overview of human occupation over the past 14,500 years in North America, and more specifically, in the Pacific Northwest. Understanding how humans interacted with the landscape helps archaeologists determine the probability of cultural deposits and provides a framework for expectation of archaeological materials.

4.1 Precontact Background

Based upon current scientific understandings of the archaeological record, the earliest human occupations in the Pacific Northwest were characterized by highly mobile bands of broad-spectrum foragers. The widespread Clovis culture, the first well-defined cultural complex in North America, has been dated to between 12,800 and 13,200 calibrated years before present (cal. B.P.) (Ames and Maschner 1999:65–66; Kirk and Daugherty 2007:13). Recent research suggests that large-stemmed projectile points (i.e., Western Stemmed complex) may have been produced by populations predating Clovis (e.g., Jenkins et al. 2012). Such points have been identified at the Cooper's Ferry site in western Idaho, which has been dated to between 16,560 and 15,280 cal. B.P. (Davis et al. 2019). These early Paleoindian cultures consisted of small, nomadic bands that specialized in hunting a variety of small- to large-sized game animals, including megafauna that went extinct across North America at the end of the Pleistocene (e.g., woolly mammoth [*Mammuthus primigenius*], mastodon [*Mammut americanum*], ancient bison [*Bison antiquus*]) (Kirk and Daugherty 2007:13).

In western Washington, examples from this period include the Manis Mastodon Site (45CA218) and the Bear Creek Site (45KI839). At the Manis Site, located approximately 64 miles northwest of the AI near Sequim, a human-made bone point was found lodged in the ribs of a mastodon. Encountered within a peat bog, these remains provided clear evidence of early large-game hunting in the region (Waters et al. 2011). At the Bear Creek Site, located approximately 34 miles northeast of the AI in Redmond, a diverse stone tool assemblage was found dating to between approximately 12,500 to 10,000 cal. B.P. (Kopperl et al. 2015). This site appears to have been occupied for several thousand years and contained evidence of the procurement and processing of plant, mammal, and fish resources. Across other parts of Washington State,

Western Stemmed and Clovis projectile points have also been found dating to this period (Beck and Jones 2010).

Following the Clovis period, early and middle Archaic period populations across western Washington produced large, willow leaf-shaped (“Olcott” phase) projectile points, in addition to lanceolate points and scrapers (Ames and Maschner 1999; Kopperl et al. 2016:116; Nelson 1990:483). Similar projectile points have been found in sites from the Fraser River Valley in British Columbia down to the margins of the Columbia River, indicating the wide dispersal of related groups across the broader Northwest Coast during this period. Sites containing Olcott material are most commonly documented well inland from the coast along rivers, suggesting that these populations were likely still subsisting largely upon terrestrial plant and animal resources and had not yet developed the extensive reliance upon littoral food resources observed among later Coast Salish peoples (Kopperl et al. 2016:116; Nelson 1990:483).

Between approximately 6400 and 2500 cal. B.P., there was a gradual shift across the Northwest Coast to an increasingly heavy reliance on marine and riverine resources for subsistence. This shift was coincident with a general trend toward increasing sedentism as more sites were settled along river courses, estuaries, and productive marine environments (Ames and Maschner 1999:93–94; Nelson 1990:483). During this period, which has been subdivided into the Early Pacific (6400–3700 cal. B.P.) and Middle Pacific (3700–2400 cal. B.P.), settlements began to be occupied on a seasonal basis. Larger, denser artifact concentrations have been identified within Early and Middle Pacific period sites, and deep shell middens have been dated to as early as 5,200 years ago (Larson and Lewarch 1995; Mierendorf 1986:57; Wessen 1988). It was during this time that coastal and neighboring inland communities developed their complex suites of lithic, bone, and antler tool technologies suited for marine mammal hunting, riverine fishing, and the further exploitation of terrestrial plant and animal resources (Ames and Maschner 1999:93–95; Blukis Onat et al. 1980:29–30; Kopperl et al. 2016:117–118). Early evidence of the use of marine littoral resources in the region, primarily shellfish, was encountered at the Dupont Southwest Site (45PI72), located approximately 10 miles west of the AI. Shell lenses, stone tools, and other faunal materials consistent with the use of the site for shellfish processing were encountered in deposits dating up to 6180 to 5930 cal. B.P. (Kopperl et al. 2016; Wessen 1988).

Along with steady population growth and increasingly intensive resource utilization across the broader Northwest Coast, Late Pacific (2400–200 cal. B.P.) precontact archaeological sites in the region demonstrate the emergence of status differentiation and complex social hierarchies (Ames and Maschner 1999:95–96). Increased reliance on stored foods and controlled access to resources, including salmon and shellfish, also developed during this period. By this time, the general ethnographic pattern observed along the Northwest Coast had become well-developed, although these societies saw increasingly dramatic changes due to the arrival of Euroamerican explorers, traders, and settlers beginning in the late 1700s (Ames and Maschner 1999:95–96, 112; Kopperl et al. 2016:118–120).

A number of shell midden sites dating to the past several thousand years have been recorded in and around the Puget Sound area. The West Point Sites (45KI428 and 45KI429), located at Discovery Park approximately 30 miles north of the AI, have been interpreted as long-term camping and food-processing activity areas (Larson and Lewarch 1995). Five distinct cultural components indicate use of the sites between 4200 and 200 cal. B.P. These sites included a number of personal items, including beads, bracelets, and labrets, which may be related to developing social inequality in the region (Ames and Maschner 1999). The West Point Sites also yielded a highly diverse tool kit, including bone, as well as ground and chipped stone, implements used for capturing and processing prey (Larson and Lewarch 1995). Their highly

diverse faunal assemblages include sea mammals, fish, terrestrial mammals, birds, and shellfish, indicating exploitation of a number of available niches.

4.2 Ethnographic Background

Confidential Information – Not for Public Distribution.

4.3 Historic Background

The earliest non-transitory interactions by Euroamericans in the Pacific Northwest were in the early nineteenth century. In 1824, Hudson's Bay Company (HBC) first came to the Puget Sound, making landfall in what is now Eld Inlet, approximately 24 miles southwest of the AI. The purpose of the visit was exploratory, and HBC was only in the fur business at that time. HBC began construction of their strategically located Fort Nisqually in 1833, just 6 miles northwest of the AI in present-day Steilacoom. Fort Vancouver had been established in the intervening nine years in present-day Vancouver, Washington. The route between these two forts became one of the most important transportation corridors in Washington for both goods and people (Williams 2021).

Realizing the diminishing returns of the regional fur trade, the HBC formed a new company, the Puget Sound Agricultural Company (PSAC), in 1840 to shift its operations in the area toward agricultural production, bringing in settlers from Canada to lease local farm plots in exchange for a share of their harvest and profits (Artifacts Architectural Consultants, Inc. 2008:14–15; Nisbet and Nisbet 2011). The PSAC land in Hunt's Prairie, the area of the AI, was established as a sheep ranch (Forsman et al. 1998).

During the period of the 1830s into the 1840s, HBC was the unofficial governing, law-keeping, and only commercial establishment in the area. All sales and purchases of goods and services went through HBC, giving them a monopoly in the lumber, fur, and agriculturally rich Puget Sound. These operations were short-lived, however, as American settlers began moving into the region by the mid-1840s, and the Treaty of Oregon (1846) set the boundary between the U.S. and British territories at the 49th parallel shortly thereafter. South of the new border, HBC was thus in the United States' domain, which resulted in the curtailing of many privileges enjoyed up until then (Williams 2021).

Relations with the local Native American tribes were occasionally tense during this early colonial settlement period, and a Snoqualmie attack on Fort Nisqually in 1849 prompted the U.S. military to establish Fort Steilacoom near Chambers Bay, about 6 miles southwest of the AI. The Oregon Donation Land Act was passed by Congress in 1850, giving the United States formal possession of the land, even though no treaties had been signed (Williams 2021).

Growing numbers of settlers arriving to the Puget Sound region increased the exposure of Native Americans to devastating diseases. By 1853, an estimated 30 to 90 percent of the Native American population were killed by diseases brought by traders and White settlers in the area. In the same year, Washington Territory was assigned its first governor, Isaac Ingalls Stevens, who arrived in Olympia in November. The following year, Stevens sought a solution to the heightened tensions between Euroamericans and Native Americans through treaties which forced Native peoples onto reservations. By the close of 1854, the Indigenous peoples of the southern Puget Sound, including the Puyallup, Nisqually, and others, had signed Steven's Treaty of Medicine Creek (Williams 2021).

Local development was subsequently halted by the Indian War in 1855–1856, when Native Americans fought back against being forced onto reservations by attacking settlers. A small sawmill had been established on Commencement Bay in 1852 by Swedish settler Nicholas Delin (Wilma and Crowley 2003). Although the small community which had built up around Delin’s sawmill was abandoned due to the conflict, other mills were established in the Pierce County area around this time. Ohio native Andrew Byrd constructed a sawmill and grist mill along Chambers Creek to the southwest of present-day Tacoma in the early 1850s, and the first legally established road in what would become Washington State connected the mills to the growing port town of Steilacoom (Tate 2004).

As a result of the reduced privileges, increasing tribal hostilities, and growing numbers of settlers, HBC closed operations in the United States in 1860 and moved their headquarters north to Vancouver Island to Fort Victoria. Development resumed in the Tacoma area later in the 1860s, as the number of settlers grew, and tribal hostilities subsided. In 1867 and 1869, the two township ranges in which the AI is located were first platted. At the time of first platting, only HBC’s PSAC and three private settlers were landowners in the AI (USSG 1867, 1869).

In 1873, the Northern Pacific Railroad (NPRR) made the remarkable decision to use Tacoma as the terminus of its transcontinental railroad, after which it became known as the “City of Destiny.” The NPRR formed the Tacoma Land Company, which began to buy up 3,000 acres of land, with plans to plat and grow a new city, which it called New Tacoma. That year, NPRR also began construction of their spur between New Tacoma and Kalama, on the Columbia River north of Vancouver (Wilma 2005). NPRR’s great plans were put on hold almost as soon as they were formed, however, with the Panic of 1873. This banking crisis, the worst of the post-Civil War banking crises, began with European companies selling their American railroad bonds. Many railroads ended up bankrupt by the sudden overabundance of unwanted bonds, including NPRR (U.S. Department of Treasury 2023). Despite these obstacles, NPRR was able to complete the new spur to Kalama and began service in January 1874 (Wilma 2005).

NPRR survived the Panic and crawled out of bankruptcy, and by 1875, New Tacoma was platted in competition with the original Tacoma located to the northwest. By 1881, 1,000 people had settled New Tacoma and were ready to see tracks finally laid across the Cascade Mountains using business loans secured by the town’s first bank, co-founded by Dr. Henry Clay Bostwick in October 1880. That month, a smallpox epidemic struck New Tacoma, eventually grinding the town to a halt. Trains ceased stopping at the station on their way through, and New Tacoma was quarantined. In mid-December, the quarantine was lifted, and business was able to resume (Morgan 2017).

Tacoma and New Tacoma were merged into a single city in January 1884, and the original Tacoma settlement became what is now Old Tacoma (Caldbeck 2015; U.S. General Services Administration [USGSA] 2019). The introduction of the railroad made Tacoma a hub for industrial trade, and the lumber industry boomed. Between 1880 and 1890, the population grew from 1,098 to 36,006, and by the turn of the century, Tacoma had become the “Lumber Capital of the World”. This population growth was aided by the completion of the transcontinental railroad through Stampede Pass in 1887, terminating in Tacoma. This railroad, combined with the Kalama–Tacoma NPRR line, permitted immigrants to travel to Tacoma for settlement from many newly accessible parts of the country, as well as other countries connected to ports therein (Wilma and Crowley 2003).

NPRR maintenance shops were moved from downtown Tacoma to the prairie land in the southwestern area of the AI in 1890, from S 56th Street to S Union Avenue. The move sparked an explosion of urban development spearheaded by quick construction of buildings for repair

and maintenance of NPRR locomotives for the western region of the system (Reiter 2007:20). Realty investors immediately began advertising to draw property buyers near the shops with promises of rapid gains. NPRR built infrastructure including boarding houses, single family houses, and inns and hotels for its anticipated new workforce (Reiter 2007). Tacoma Land Company lots meant for new settlers were a mere 25 by 125 feet and required new owners to construct a building within one year. The materials available resulted in homes built almost exclusively of wood (Marshall 2000; Radebaugh 1889). In the same year, the Tacoma & Lake City Railway company completed a passenger train line running from Tacoma to Lake City in north Seattle and connected to the NPRR by a spur (Shaw 1959). The NPRR shops opened in 1891, and a cross street was built up as a commercial strip named Edison Street based on a promise by the Edison Electric Company, which never panned out (later changed to South Tacoma Way in 1926). Other industries began to grow in the Edison neighborhood, taking advantage of the new railroad.

The boom years that began in the 1870s ended in 1893, when an economic depression struck the region, and NPRR declared bankruptcy for the second time (Caldbeck 2019). Until that point, however, civic infrastructure development laid the groundwork for the modern city of Tacoma. The area in the vicinity of the AI was renamed South Tacoma in 1895 (Cafazzo 2007). Sanborn maps from 1896 show a wide variety of industrial facilities within the AI, including milling factories, laundries, canneries, furniture manufacturing, and a wide variety of track and railcar parts manufacturing shops, as well as several schools, churches, and a large network of city water supply lines (Sanborn 1896). The Kenworthy Grain and Milling Company opened in the southwestern area of the AI in 1907, right on the eastern side of the NPRR tracks (Reiter 2007; Sanborn 1912). Union Pacific Railroad opened a local route, the Tacoma & Lake City Railway, in the 1890s just west of the NPRR line, crossing the southern AI (Sanborn 1896; Spadoni 2014).

Automobile popularity boomed in the 1910s, demonstrated by the 1912 Sanborn map's depiction of dozens of new garages throughout the AI (Sanborn 1912). By the early 1920s, roadway development exploded, creating new paved roads and replacing rails. These developments prompted NPRR to move their headquarters to Seattle in 1920, but the NPRR shops remained in place, employing more than 1,000 workers by the 1940s (Cafazzo 2007).

U.S. involvement in World War I led to the construction of large shipyards on the tidal flats of the Puyallup River and Army base Camp Lewis in 1917, followed by the Port of Tacoma in 1918. Despite this flurry of wartime spending and military activity in the greater Tacoma area, the city experienced a minor economic decline in the 1920s, due to a slump in lumber prices that was exacerbated by the Great Depression. While some major manufacturers continued to open, including the Pacific Match Factory in 1924 and the Jordan Baking Company in 1937, it was only with the renewed increase in military spending at the beginning of World War II that the fortunes of the area began to improve. The construction of new steel-hulled vessels at Tacoma's shipyards made the city a key contributor to the war effort (Wilma and Crowley 2003).

With the region's World War II-era growth came changes in infrastructure. In South Tacoma, South Tacoma Way remained the main north-south corridor, but in 1938, the city's streetcars gave way to buses, and drive-in restaurants began appearing along the thoroughfare (Cafazzo 2007).

The 1940s were a time of significant demographic change for the city. Local Japanese Americans were forcibly incarcerated after the bombing of Pearl Harbor and the formal entry of the United States into World War II, and most did not return to Tacoma in the post-war period. With the high demand for labor and most of the city's young men drafted into the military, local

women constituted much of the traditionally male work force. They were joined by several thousand African Americans from the southern United States, who were encouraged to move to Tacoma to work in its plants (Wilma and Crowley 2003).

In 1944, Tacoma voters approved additional city-wide urban improvements. After the war, federal funding helped the city build new schools, overhaul its street and sewer systems, redevelop the port, and generally improve the conditions of its downtown area.

Tacoma became increasingly interconnected with the suburban communities of the surrounding region after the construction of the Tacoma Narrows Bridge in 1950 and I-5 in 1960. In 1965, the Tacoma Mall replaced farmland and homes in the northeastern AI, providing employment stability for many when the railroad shops closed a few years later (Reiter 2007). Tacoma's port facilities became an increasingly important economic driver for the city with the construction of container terminals beginning in the 1970s. Alongside its importance as a major shipping hub, the Port of Tacoma was a construction site for service buildings that were subsequently shipped to the Trans Alaska Pipeline and its associated oil fields (Wilma and Crowley 2003). The NPPR merger with Burlington Northern in 1974 prompted the closure of the shops and the demolition of most of the brick buildings (Cafazzo 2007; Reiter 2007). Coincident with these economic developments, however, came a dramatic decline in the use of the passenger rail system, and Union Station was abandoned after its final train departed in 1984 (USGSA 2019).

5 ARCHAEOLOGICAL EXPECTATIONS

HRA developed probabilities for encountering precontact and historic-period archaeological resources within the AI prior to the fieldwork. Probabilities were based on a review of the background research (Section 2), the environmental context (Section 3), and the cultural context (Section 4). This expectation assisted with the development of archaeological survey methods and the treatment of cultural materials if they would be encountered.

HRA expected a low likelihood of encountering precontact archaeological resources within the AI. The AI is within 3 miles of several ethnographically recorded Puyallup village sites along the shore of Commencement Bay and the Puyallup River, and the DAHP predictive model indicates a generally High Risk for the identification of archaeological resources within the AI. However, the surface geology of the AI consists primarily of Pleistocene continental glacial drift, outwash, and till deposits. Such deposits have little to no potential to contain deeply buried archaeological resources. Most of the remaining soils identified within the AI are classified as urban land or complexes that include Urban land, indicating extensive previous ground disturbance in these areas. Additionally, virtually all the terrain within the AI has been disturbed by historic and modern road construction, utility installation, and landscaping activities, greatly reducing the likelihood that intact precontact archaeological deposits remain. Precontact archaeological resources within the AI could include lithic, bone, and shell artifacts, as well as features such as hearths (e.g., fire-modified rock, charcoal, burnt earth) and shell middens (dense layers of shell, organic-rich soil, and associated artifacts).

HRA expected a moderately low likelihood of encountering historic-period archaeological resources within the AI. Historic-period maps depicting the project area indicate that roads and railroads were being constructed across the AI by the end of the nineteenth century, and that residential development of the area was well underway by the mid-twentieth century. The remains of domestic or farming activities may be present within the AI, although any such archaeological resources would likely have been disturbed by road construction, utility installation, and other urban development efforts. Historic-period archaeological resources

within the AI could include low-fired and bisque ceramics with subdued colors, or blue/pink willow-like design; thick-bodied pieces, indicating crockery, non-tempered glass, violet-colored glass, stopper-topped glass jars or bottles, press-capped (cork gasket liner) heavy-walled soda bottles (not twist-top, thin-walled), zinc and vitreous glass-lidded glass canning jars with colored body; miscellaneous fragments of metal (or plated) clothing closures (buttons, hooks and eyes, and suspender fittings, but not zippers); sawed animal bone, bakelite, celluloid, glass and shell buttons (but no nylon or polystyrene); enameled ironware; punch-opened and solder-sealed beverage cans, solder-sealed food tins, general lack of thin-walled aluminum and welded steel cans; older automotive parts; and knob-and-tube electrical insulators, and features such as building foundations and abandoned asphalt, concrete, or gravel roadways.

6 FIELD STRATEGY AND METHODS

6.1 Archaeological Reconnaissance and Utility Locates

HRA conducted an archaeological reconnaissance of the AI and marked areas suitable for shovel probing on March 6, 2023. Archaeologists walked in pedestrian transects spaced at 20-meter intervals within the footprints of project improvements D1 (SERA Shared Parking Facility) and A58 (S 56th Street Bicycle Improvements) (see Appendix A) and along a single transect in other unpaved portions of the AI in which ground-disturbing activities will occur. During the pedestrian survey, archaeologists marked areas suitable for shovel probing. Suitability for shovel probing was based on factors such as the slope of the local terrain and accessibility, as well as the presence of gravel or pavement and utilities at ground surface. Archaeologists took photographs using a digital camera to document notable features within the AI.

The State of Washington requires that consultants/contractors call for utility locates prior to conducting ground-disturbing fieldwork that includes disturbance over 1 foot below the surface (RCW 19.122). One portion of the AI within the footprint of project improvement D1, which consisted of a raised grassy area adjacent to the graveled parking lot at the northeast corner of the SERA park property, was determined to be suitable for subsurface survey and marked for utility locates. One segment of the footprint of project improvement A58, including a narrow, vegetated strip located immediately to the south of the warehouse north of the SERA park property and a drainage corridor within the ROW that extends from the SERA park property north to S 56th Street, was also determined to be suitable for subsurface survey and marked for utility locates. HRA submitted utility locate requests (ticket numbers 23081295 and 23081316) for these portions of the AI on March 8, 2023, providing the locate services with documentation in the form of a map and accompanying text description to complete the survey and determine whether utilities have been installed within it.

6.2 Subsurface Survey

HRA excavated shovel probes (SPs) to further assess the presence or absence of buried cultural materials. Individual SP locations were assigned at the discretion of the field director based on the project's design, topographic circumstances, and other field observations. SPs measured 30–40 centimeters in diameter and were terminated when they reached a depth of 1 meter, if possible, or to undisturbed glacial materials unless impeded by natural blockages such as large roots or impassable boulders. Following the guidelines for excavating in the vicinity of buried utilities, no SPs were excavated within 3 feet of a marked buried utility. HRA archaeologists screened excavated sediment through ¼-inch hardware cloth and documented the sediment observed in each SP on standard HRA SP forms. Observations included but were

not limited to color, sediment grain size, presence of gravels, evidence of disturbance, and presence of cultural materials. The archaeologists backfilled the SP holes upon completion of documentation and noted their locations using an Apple iPad and paired Trimble R1 GNSS Receiver.

6.3 Architectural Inventory

A built-environment survey and inventory for the project was undertaken to identify and document historic-period, built-environment resources in the AI through field survey. Historic-period, built-environment resources are identified as those 45 years old or older, i.e., those constructed in or before 1978.

To identify resources that required field survey, HRA researched the dates of construction for all built-environment resources within the AI via Pierce County Assessor's records, maps, and aerials. HRA then reviewed the WISAARD database to determine which resources 45 years old or older had already been evaluated and determined NRHP-eligible, not eligible, or listed. Those surveyed and evaluated within the last 10 years were excluded from field survey, as recordation was considered complete and up to date, as per the Washington State Standards for Cultural Resources Reporting (DAHP 2023c).

An architectural historian meeting the Secretary of the Interior's professional qualifications for architectural history conducted the field survey from the public ROW. Documentation included the collection of digital photographs and field notes identifying architectural style, materials, workmanship, modifications, and condition, as well as any additional details relevant to the assessment of integrity and eligibility.

7 ARCHAEOLOGICAL SURVEY RESULTS

On March 6, 2023, HRA archaeologists Matthew Warren, PhD, and Cecelia Wolman, MA, completed the archaeological reconnaissance and utility locate marking within the AI. On March 16–17, 2023, Warren, Wolman, and Taylor Smith, BA, completed the subsurface survey within the AI. The archaeologists observed no precontact or historic-period cultural material during the pedestrian and subsurface surveys.

7.1 Archaeological reconnaissance and utility locates

HRA archaeologists conducted a reconnaissance of the paved portions of the AI and a pedestrian survey of unpaved portions of the AI, assessing the suitability of all project improvement locations for subsurface survey. The weather was partly cloudy to sunny. Ground-surface visibility was extremely low throughout the AI, due to its paved and vegetated roadside settings. Overall, the terrain within the AI has been heavily modified by modern urban and suburban road construction, utility installation, and landscaping activities. Most of the AI is either paved roadway, graveled roadside, landscaped ROW, or private property, except for much of the SERA park property and an adjacent segment of ROW between the north end of the park and S 56th Street through which the project improvement A58 footprint passes (Figure 7-1 and Figure 7-2). A Puget Sound Energy (PSE) utility locator marked an underground gas line within the ROW portion of the project improvement A58 footprint targeted for subsurface survey. Therefore, no shovel probes were excavated in this location (Figure 7-3).

The archaeologists did not observe any archaeological resources during the reconnaissance or pedestrian survey within the AI.



Figure 7-1 Overview of the east side of the SERA park property within the project improvement D1 footprint, view south



Figure 7-2 Overview of the ROW north of the SERA park property within the project improvement A58 footprint, view north

7.2 Subsurface survey

HRA excavated twelve SPs within the project improvement D1 and A58 portions of the AI (Figure 7-3 and Figure 7-4; Appendix D). The sediments observed in the SPs generally

consisted of either fill materials or previously disturbed native sediments. The three shovel probes located along the eastern margin of the SERA park property (SPs 1, 2, and 3) were terminated at the target depth, while the remaining nine shovel probes (SPs 4–12) were terminated at concrete foundation or boulder obstructions. Due to the presence of impermeable (gravel or asphalt) surfaces, no other areas within the project improvement D1 and A58 portions of the AI were suitable for subsurface survey.

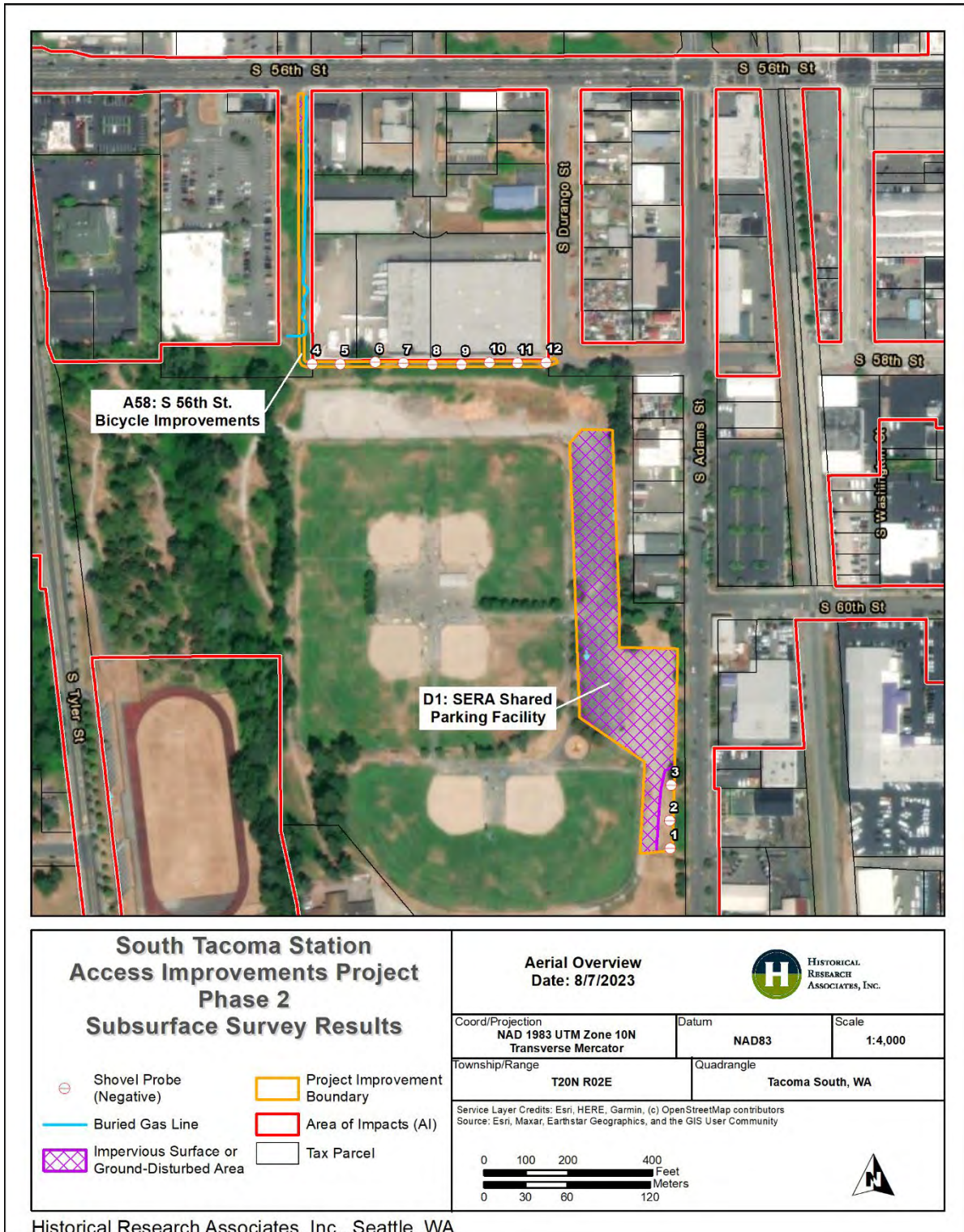


Figure 7-3 Subsurface survey results



Figure 7-4 Extent of SP 10 showing disturbed sediments

Small quantities of modern or temporally nondiagnostic debris, including chunks of asphalt, concrete, and brick; insulated wire fragments; colorless, white, and aqua glass shards; a metal nail; white ceramic sherds; and white string were observed within six of the SPs (SPs 2, 4, 6, 8, 9, and 10). No precontact or historic-period cultural materials were observed during the subsurface survey.

8 ARCHITECTURAL INVENTORY RESULTS

HRA identified 16 built-environment resources constructed in 1978 or earlier that required survey and inventory (Table 8-1; Appendix E). HRA's research results, as indicated below, are recorded in HPIs in DAHP's WISAARD database (Appendix F).

Table 8-1 Surveyed built-environment resources within the AI

No.	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	Sound Transit's Eligibility Recommendation
1	0220134029	731137	4331 S Tacoma Way	Utility	Ca. 1952	Recommended Not Eligible for City, State, or National Registers
2	4695000390	530422	5448–5450 S Tacoma Way	Bank Building	1913	Recommended Eligible for City, State, or National Registers
3	4695000080	530424	5447–5449 S Tacoma Way	Commercial	1920	Recommended Not Eligible for City, State, or National Registers

No.	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	Sound Transit's Eligibility Recommendation
4	4695001250	50019	5602 S Tacoma Way	Commercial	1925	Recommended Not Eligible for City, State, or National Registers
5	1200098602	731156	3512–3514 S 56th Street	Commercial	1963	Recommended Not Eligible for City, State, or National Registers
6	4695001460	None	5647 S Tacoma Way	Demolished	1972	Recommended Not Eligible for City, State, or National Registers
7	3690000280	731158	5801 S Adams Street	Commercial	1975	Recommended Not Eligible for City, State, or National Registers
8	1200084455	523036	5802 S Tacoma Way	Commercial	1969	Recommended Not Eligible for City, State, or National Registers
9	3690000360	534841	5812 S Adams Street	Commercial	1957	Recommended Not Eligible for City, State, or National Registers
10	3690000230	731160	5802 S Washington Street	Commercial	1947–1963	Recommended Not Eligible for City, State, or National Registers
11	3690000390	731397	5832 S Adams Street	Commercial	1970	Recommended Not Eligible for City, State, or National Registers
12	3690000400	534840	5838 S Adams Street	Commercial	1968	Recommended Not Eligible for City, State, or National Registers
13	2125000540	731398	3509 S 60th Street	Utility	1971	Recommended Not Eligible for City, State, or National Registers
14	3690000460	731399	3762 S 60th Street	Commercial	1956	Recommended Not Eligible for City, State, or National Registers
15	6080002900	513621	6001 S Tacoma Way	Commercial	1966	Recommended Not Eligible for City, State, or National Registers
16	1200040671	534835	6602 S Adams Street	Commercial	1968	Recommended Not Eligible for City, State, or National Registers

8.1 4331 S Tacoma Way

According to the Pierce County Assessor, the wells and wellhouses at 4331 S Tacoma Way were constructed in 1965 (Pierce County Assessor 2023) (Figure 8.1-1, Figure 8.1-2, and Figure 8.1-3). However, this appears to be an error, as one of the two wellhouses includes a date stamp of 1952. Historic-period aerials indicate that both wellhouses were in their present configuration by 1955 (NETROnline 2023; Pierce County Assessor 2023).

The two wellhouses are located at the north and south ends of a long parcel east of S Tacoma Way. The north building (wellhouse 11A) includes a date stamp of 1952 and is rectangular in plan, a single story tall, and faces west toward S Tacoma Way. It is separated from the second

wellhouse by a catchment with pump and a small electrical systems yard. To the south of the catchment is the second wellhouse (wellhouse 6A and 6B). It does not include a date stamp but was constructed circa 1952. It is rectangular in plan, a single story tall, and faces west toward S Tacoma Way. Both pump stations and the systems yard are accessed by curved paths off S Tacoma Way.

Well and wellhouse 11A (1952): Wellhouse 11A sits on a poured-concrete foundation, is constructed of poured concrete, and is topped by a flat roof with systems, possibly venting, above. The building's facade includes an off-center concrete stoop with double pedestrian doors, signage above the doors reading "Well 11-A," and a concrete awning. The facade includes a date stamp in the lower northwest corner and incised ornament including textured panels, a cornice line, ridges at the roofline, and signage above the entry reading "Tacoma City Water." The building's north elevation includes an exterior pipe and additional incised ornament. The rear (east) elevation includes incised ornament and a vent. The south elevation includes incised ornament, an additional vent, and electrical.

Wells and wellhouse 6A and 6B (ca. 1952): Wellhouse 6A and 6B sits on a poured-concrete foundation, is clad in T1-11 with lapped siding at the cornice, and is topped by a flat roof. The building's west elevation includes an off-center sliding window under a small projecting eave. The window is heavily screened. The building's north elevation includes an exterior pipe and a wide screened window under a small projecting eave. The building's rear (east) elevation includes electrical and an additional screened window. The building's south elevation is enclosed by steel fencing. It includes a solid pedestrian door and is connected to exterior piping.



Figure 8.1-1 Wells and wellhouses at 4331 S Tacoma Way, view northeast



Figure 8.1-2 Wellhouse 11A at 4331 S Tacoma Way, view northeast



Figure 8.1-3 Wellhouse 6 at 4331 S Tacoma Way, view southwest

Integrity

From their period of construction (ca. 1952), the wells and wellhouses at 4331 S Tacoma Way retain integrity of location, as they remain on their original parcel. They do not retain integrity of setting, design, materials, workmanship, or feeling, due to alterations and additions. A review of aerial photographs and plans and drawings suggest that the site and wellhouse 6 were heavily altered and expanded. In 2001, well 6B was drilled south of the well 6 wellhouse (NETROnline

2023; Tacoma Water 2023). Incompatible replacement of siding and window treatments, along with the addition of external equipment associated with both wells, is evident.

Evaluation

In the nineteenth century, residents of Tacoma obtained water directly from springs and shallow wells. Small distribution systems emerged late in the century. In 1893, the City of Tacoma acquired the privately established Tacoma Light and Water. The City started digging its own wells in 1903, with 20 in place by 1907. The City constructed the Green River gravity supply system in 1910 and replaced its wood stave pipe in the 1930s and 1940s. The City began replacing its original wells in 1929. The original gravity delivery system was expanded throughout the twentieth century but remains in place. In 2006, a second pipeline was added (Tacoma Water 2023).

Records from Tacoma Public Utilities identify this location as wellhouses and wells 11A (north) and 6A and 6B (south). The drinking water wells are outdoors and located in close proximity to their wellhouses (Tacoma Water 2023). Well 6B was drilled in 2001, either replacing or adding to well 6A. Both wellhouses appear on a site plan from 1950 (Tacoma Water 2023).

Drinking water wells, while part of the infrastructure of Tacoma, are not individual resources as much as parts of a much larger system that provides drinking water throughout Tacoma's service area. The wells and wellhouses are late and altered additions to a system put into place beginning in 1903. For a resource to qualify under Criterion A, it must be associated with significant events, and those associations must be important, as determined by research (NPS 1997). While the system as a whole may be associated with development in Tacoma, based on a review of historic maps and local histories, these wells and wellhouses do not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history. Due to a loss of integrity, they would be unlikely to qualify as contributing resources to a historic district (Criterion A). Background research did not reveal any association of the resources with the lives of significant persons (Criterion B). The wells and wellhouses are modest, utilitarian buildings with few character-defining features apart from their massing. While wellhouse 11 includes smooth concrete surfaces and etched signage, which seem to reference the Art Deco era, it does not possess other character-defining features like rounded surfaces, wood-frame windows, or additional ornament. The well 6A and 6B wellhouse has been altered by the addition of incompatible siding and does not match wellhouse 11 in design or materials. In combination, the wells and wellhouses at 4331 S Tacoma Way do not possess the distinctive characteristics of a particular type, period, or method of construction. They do not possess high artistic values or represent the works of a master. They do not represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). Finally, the wells and wellhouses were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the wells and wellhouses at 4331 S Tacoma Way not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.2 5448–5450 S Tacoma Way

According to the Pierce County Assessor, the bank building at 5448–5450 S Tacoma Way was constructed in 1914 (Pierce County Assessor 2023) (Figure 8.2-1, Figure 8.2-2, Figure 8.2-3, Figure 8.2-4, and Figure 8.2-5). The building is rectangular in plan, one story tall, and its facade faces east toward S Tacoma Way. It sits on a poured-concrete foundation, is clad in running-bond brick with stone at the base and large inset windows, and is topped by a flat, built-up roof. The ornamented cornice includes brick in projecting courses, rows of header bricks, and tile diamonds. A projecting corner sign reads “Heritage Corner.”

The building’s facade includes a large off-center entry, enframed, with double glazed doors topped by a transom, partially filled. The doors are recessed and flanked by sidelights and additional floor-to-ceiling windows. A decorative mosaic is installed at the entry floor and extends out over the sidewalk. Glazed tile is inlaid with brick designed to form three stalks and round floral tops. The entry is flanked by one bay to the south and three bays to the north. Each bay includes a lower black glass panel topped by large, metal-framed window. Bays are separated by columns with stone bases, ornamental projecting bricks, and rows of header bricks at the base and the capital. The building’s south elevation includes no additional doors but eight bays of windows. The ninth bay, at the southeast corner, is infilled with brick. The building’s west elevation, visible from the alley, is concrete, with secondary entry doors under a deep concrete awning and four deeply recessed windows, along with what appears to be a projecting triangular window, possibly designed for bank security.



Figure 8.2-1 5448–5450 S Tacoma Way, view northwest



Figure 8.2-2 5448–5450 S Tacoma Way, view northeast



Figure 8.2-3 5448–5450 S Tacoma Way, view west



Figure 8.2-4 5448–5450 S Tacoma Way, North Pacific Bank, 1958, courtesy of Historic Tacoma, view west



Figure 8.2-5 5448–5450 S Tacoma Way, North Pacific Bank, 1928, courtesy of Historic Tacoma, view northwest

Integrity

From its construction in 1914, the bank building at 5448–5450 S Tacoma Way retains integrity of location and setting, as it continues to function from a prominent corner on S Tacoma Way. The building has been heavily altered by the redesign of its entry, the replacement of all windows and doors, including transoms, and the loss of original signage. Historic photos show that the building originally included a symmetrical facade with two recessed entries facing east. Those entries were removed by the 1950s, as indicated in additional photos, and one of them was later restored. The building does not retain integrity of design, materials, or workmanship. It no longer functions as a bank and does not retain integrity of feeling or association.

Evaluation

The bank building at 5448–5450 S Tacoma Way was constructed in 1914 and is part of a well-developed commercial strip. Archival research revealed that it was originally associated with the North Pacific Bank, which opened in 1906 and moved to this building, designed by Lundberg & Mahon and built by W. J. Hilliard with brick contractor John C. Jensen, in 1914. Managed and later owned by Peter Wallerick, who also owned South Tacoma Motor Co., the bank was reportedly named after the NPRR, which established shops and provided employment in South Tacoma in the late nineteenth century. The building, originally designed to include space for the South Tacoma Post Office, was enlarged for the bank in 1929, the same year the post office moved to a new location (DAHP 2023a).

At the time of survey, signage identified the tenant as the Ford Dynasty Wrestling Club, an organization for young athletes. In 2014, when the building still supported a bank, the Department of Housing and Urban Development (HUD) determined the building not eligible for listing in the NRHP (DAHP 2023a). As the building was last surveyed in 2005, HRA is reevaluating it for NRHP eligibility.

The bank building is associated with commercial activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the bank does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research revealed that the bank was associated with a local business owner, Peter Wallerick. Archival research suggested that Wallerick continued to run the North Pacific Bank, along with other business operations including the South Tacoma Motor Company, with his family late into the twentieth century. However, research did not reveal that his banking activities were demonstrably important in a local, state, or national context. The resource does not appear to have strong associations with the lives of significant persons (Criterion B). The building is a modest example of a classically inspired commercial style, even referred to as Beaux Arts in a previous evaluation (DAHP 2023a). The building was once defined by its symmetrical facade and still retains deep bays ornamented by elaborate brickwork. It was designed by Lundberg and Mahon, a firm operated by Charles Frederick W. Lundberg and C. Frank Mahon from 1913 to 1926. Their notable works include numerous churches, including Street Joseph's Slavic Catholic Church (1912) and Holy Rosary Catholic (1920), as well as the Orpheum and Realart Theaters (1919) (Historic Tacoma 2011). As noted by DAHP:

A 1921 *Tacoma Daily Ledger* article described the firm: "Since the formation of the partnership in 1913 the firm has planned and supervised the construction of

something more than 230 better class buildings, many of them institutions. Lundberg & Mahon represent the newer school of architecture, in that they have assimilated and combined an engineering department with their regular department of architecture, thereby enabling builders to place the entire business of construction in the hands of one firm, a great factor in efficient design and erection of the building, experts assert.” [DAHP 2023a]

While the building possesses diminished integrity, it does retain the distinctive characteristics of its particular type, period, and method of construction, namely a commercial bank building from the early twentieth century. Additionally, it does represent the works of a master and does possess high artistic value. The building could represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to a district, should a district be identified) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to its significance under Criterion C, HRA recommends the former bank building at 5448–5450 S Tacoma Way eligible for listing in the NRHP, WHR, and TRHP. The building’s period of significance dates to its construction in 1914, and the boundaries of the eligible resource are defined by the boundaries of the historic and present tax parcel.

8.3 5447–5449 S Tacoma Way

According to the Pierce County Assessor, the commercial block at 5447–5449 S Tacoma Way was constructed in 1920 (Pierce County Assessor 2023) (Figure 8.3-1 and Figure 8.3-2). The building is rectangular in plan, two stories tall at the rear and one story at the facade, and faces west toward S Tacoma Way. The building sits on a poured-concrete foundation and includes walls partially clad in running-bond brick at the base. Secondary walls are clad in pebble-dash, and the facade includes walls that are likely glazed but currently covered in painted plywood. The building is topped by a flat, built-up roof with deep standing-seam metal eave.

The building’s west-facing facade includes two aluminum-frame pedestrian entries, each with a glazed door. Transoms have been filled with louvered vents or covered by plywood. The northern entry is paired with two uncovered, aluminum-frame windows. Additional windows, if they remain, are covered in plywood. The building’s south elevation includes two additional entries near the southeast corner, each with a glazed, aluminum-frame door, transom, and some aluminum-frame windows next to panels covered in pebble-dash. The rear elevation includes an exterior stair to the second floor. Above the eave is a wall clad in pebble-dash with aluminum-frame sliding windows.



Figure 8.3-1 5447–5449 S Tacoma Way, view northeast



Figure 8.3-2 5447–5449 S Tacoma Way, view northwest

Integrity

From its period of construction (1920), the one-part commercial block at 5447–5449 S Tacoma Way retains integrity of location and setting, as it continues to function from a prominent corner on S Tacoma Way. The building has been heavily altered by the redesign of its entry, the replacement of all windows and doors, including transoms, the loss of original signage, the

addition of a partial second story, incompatible siding, incompatible eaves, and the covering of original window openings. It does not retain integrity of design, materials, or workmanship. Additionally, it lacks integrity of feeling or association, as it no longer serves as a retail store on a shopping strip.

Evaluation

The commercial building at 5447–5449 S Tacoma Way was constructed in 1920 and is part of a well-developed commercial strip. Archival research revealed that the building housed numerous commercial operations, including a market in the 1940s, a shoe store from the late 1940s to at least 1960, a men’s store that opened in 1962, and an office machine store in the 1980s (*Tacoma News Tribune* 1942, 1949, 1960, 1962, 1981).

The building is associated with commercial activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the bank does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building was constructed as a commercial block with street-facing display windows. However, a history of alterations, including extensive alteration to the building’s facade, has obscured its original character. The building no longer retains the distinctive features of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. Based on a lack of integrity, it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 5447–5449 Tacoma Way not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.4 5602 S Tacoma Way

According to the Pierce County Assessor, the large commercial building at 5602 S Tacoma Way was constructed as a service garage and showroom in 1925 (Pierce County Assessor 2023) (Figure 8.4-1, Figure 8.4-2, Figure 8.4-3, and Figure 8.4-4). The building sits on the prominent southwest corner of the intersection of S Tacoma Way and S 56th Street. It is rectangular in plan, made up of numerous separate masses with varied rooflines. Its primary elevations face both east and north. The building sits on a poured-concrete foundation, is constructed primarily of brick piers with walls of window glass topped by stucco parapets and standing-seam metal eaves. Parapets are oversized, stepped, and lined in neon. Applied signage reads “Austin’s Pro/Max Automotive Sales & Service.”

The building’s corner showroom includes metal-frame, glazed pedestrian doors within walls of window glass. The building’s southern bay includes three garage bays with partially glazed overhead doors. The building’s north elevation includes one-over-one vinyl-frame windows west of the showroom, and additional garage bays and shallow, three-part windows at the northwest

corner. The building's west elevation shows that the building is divided into three masses, one with a shingled hip roof, one with a gabled roof, and one with a flat roof. The west elevation is primarily devoted to garage bays with overhead doors.



Figure 8.4-1 5602 S Tacoma Way, view southwest



Figure 8.4-2 5602 S Tacoma Way, view west



Figure 8.4-3 5602 S Tacoma Way, view southeast



**Figure 8.4-4 5602 S Tacoma Way, Tacoma Daily
Ledger, March 21, 1926,
Newspapers.com**

Integrity

From its period of construction (1925), the commercial building at 5602 S Tacoma Way retains integrity of location and setting. The building is made up of separate masses united by a shared facade. As early as 1955, historic aerials show that the building and its separate masses were in their present configuration. The building does not retain integrity of design, materials, or workmanship, due to numerous alterations including the addition of garages, incompatible siding, the addition of a large central parapet (added since 2005 based on previous survey photos), the redesign of the entry, the loss of original signage and parapets, and the replacement of windows and window openings that once characterized the building's north elevation and northwest corner. The building does retain integrity of feeling and association, as it continues to feature a large corner showroom and additional auto-related services.

Evaluation

The commercial building at 5602 S Tacoma Way was constructed in 1925 on the original location of the South Tacoma Motor Company, a Chevrolet dealership founded by Peter Wallerich in a previous building in 1919. The store was an anchor for S Tacoma Way, which later became known as Tacoma's auto row. The Wallerich family sold the company to new owners Gary and John Gilchrist in 1988, and they operated a Chevy dealership there until 1994. In 1998, Walt Austin, whose father started Walt's Radiator in 1962, opened Austin's Pro/Max Performance Center at the location with his two sons, both racecar drivers (*Tacoma Daily Ledger* 1926; *Tacoma News Tribune* 1988, 1998a). At the time of survey, the building remained an auto-related business on a well-developed commercial strip.

In 2014, HUD determined the building not eligible for listing in the NRHP (DAHP 2023a). As the building was last surveyed in 2005, before it was heavily altered by the addition of the central parapet, HRA is reevaluating it for NRHP eligibility.

The commercial building at 5602 S Tacoma Way is associated with commercial activity in South Tacoma, and more importantly, the expansion of auto-related businesses in the early years of the twentieth century, which eventually turned S Tacoma Way into Tacoma's auto row. It remained associated with auto-related business at the time of survey, when it was owned by the Austin family, who have been selling and servicing "street rods and muscle cars," as signage indicates, since 1998. The building does appear to have important associations with events that made a significant contribution to the broad patterns of local history in the areas of commerce and transportation, as it was an early auto-related building on Tacoma's auto row (Criterion A). Background research revealed that the South Tacoma Motor Company building was associated with a local business owner, Peter Wallerich. Archival research suggested that Wallerich continued to run local businesses in the area, along with his family, late into the twentieth century. While Wallerich was involved in other businesses, his auto-related activity at this location appears to be amongst his most significant efforts. The building does appear to be associated with the lives of significant persons, namely Peter Wallerich (Criterion B). The building was, at the time of construction, a one-part commercial block with large display windows, transoms, and double parapets on its east elevation. The building has, however, been heavily altered by a garage addition, replacement materials, and the addition of a large and prominent corner parapet with neon signage. Additions have obscured its historic character. The building is not a distinctive example of its particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to a district should a district be identified) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

The building has lost significant integrity and no longer expresses its significance as an early twentieth-century commercial building associated with the early years of Tacoma's auto row. In spite of its significance under Criteria A and B, due to integrity loss, HRA recommends that the building at 5602 S Tacoma Way does not qualify for listing in the NRHP, WHR, or TRHP under any criteria.

8.5 3512–3514 S 56th Street

According to the Pierce County Assessor, the single-story commercial block at 3512–3514 S 56th Street was constructed in 1963 (Pierce County Assessor 2023) (Figure 8.5-1 and Figure 8.5-2). The building, which faces north and west, is divided into two storefronts with incongruous facades, one for Cricket Wireless and one for Starbucks.

The building sits on a poured-concrete foundation, is clad in stucco, and is topped by a standing-seam metal roof. The eastern storefront, used by Cricket Wireless, includes a stepped, central projecting parapet supported by concrete pillars. The parapet supports applied signage. Walls are stuccoed and surround an entry consisting of a single pedestrian entry door flanked east and west by full-height windows topped by transoms. No other fenestration is visible. To the west of the Cricket storefront is a Starbucks Coffee outlet with a shallow gable roof with deep eaves and visible rafter tails, which shelters two entries, both with glazed pedestrian doors paired with metal-frame windows topped by full-height transoms. The building's west elevation includes metal-frame windows. On the building's south elevation, it abuts an additional commercial building.



Figure 8.5-1 3512–3514 S 56th Street, view southwest



Figure 8.5-2 3512–3514 S 56th Street, view southeast

Integrity

From its period of construction (1963), the commercial building at 3512–3514 S 56th Street retains integrity of location and setting, as it remains on its original parcel. It does not retain integrity of design, materials, workmanship, feeling, or association, as newspaper articles note that the building was originally constructed for one business, a drive-thru restaurant (Tacoma Public Library 2023). Materials and storefront design suggest that the building was divided much later and renovated to provide two distinct storefronts, likely in the early twenty-first century, as newspaper articles refer to the location as Bob's Burger Barn as late as 2001 and begin to refer to it as Starbucks in 2010 (*Tacoma News Tribune* 2001, 2010).

Evaluation

The commercial building at 3512–3514 S 56th Street was constructed in 1963 alongside a long-established commercial corridor. In the 1960s, Bob's Burger Barn, a local chain with other locations in the South Puget Sound, opened a drive-in restaurant at this location. It operated here until the early twenty-first century when the building was renovated and converted to two businesses, both with a retail use.

The building is associated with commercial activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the bank does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building was once a drive-thru restaurant. However, extensive renovations have obscured its historic-period use and character. The building no longer retains the distinctive features of a particular type, period, or method of construction. It is

not known to be the work of a master and does not possess high artistic value. Based on a lack of integrity, it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 3512–3514 S 56th Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.6 5647 S Tacoma Way

According to the Pierce County Assessor, the parcel addressed at 5647 S Tacoma Way includes a paved lot constructed in 1972 (Figure 8.6-1). Survey confirmed that no other built resources are present at this location and no survey and evaluation is required.



Figure 8.6-1 5647 S Tacoma Way, view northeast

8.7 5801 S Adams Street

According to the Pierce County Assessor, the building at 5801 S Adams Street was constructed in 1975 (Pierce County Assessor 2023) (Figure 8.7-1 and Figure 8.7-2). The building is made up of one- and two-story warehouses and offices facing west toward S Adams Street. The building has an L-shaped plan with a side-gabled wing to the north (constructed in 1975) and a square, flat-roofed warehouse and office to the south (added ca. 1995) (NETROnline 2023).

The building's original warehouse is constructed of concrete block and is topped by a standing-seam metal roof. The west elevation includes no fenestration. T1-11 is located in the gable. The north elevation includes an overhead garage door, a steel pedestrian door, and a row of wood-frame window openings under the eave that have been filled with fiber board. The east elevation includes one overhead garage door facing the railroad tracks. The addition to the south is clad in ribbed-metal panels and includes a central entry under a projecting second-story office

supported by concrete-block pillars. Doors and windows are metal frame. South of the entry is a large warehouse recessed under a deep eave with overhead garage doors and one pedestrian steel door. The building is used by Tacoma Automotive Distributing, Inc.



Figure 8.7-1 5801 S Adams Street, view northeast



Figure 8.7-2 5801 S Adams Street, view southeast

Integrity

From its period of construction (1975), the building at 5801 S Adams Street retains integrity of location and setting, as it remains on its original parcel adjacent to railroad tracks. It does not retain integrity of design, materials, workmanship, feeling, or association, as it was greatly enlarged by an incompatible addition ca. 1989, its original window openings have been sealed,

and as part of its renovation, its primary entry was shifted from the north elevation to the west elevation (Seattle Automotive Distributing 2023; *Tacoma News Tribune* 1998b).

Evaluation

According to the present owner's website, the building at 5801 S Adams Street was once the Gilchrist paint shop, presumably associated with the south Tacoma car dealership of the same name. In 1989, the owner of Seattle Automotive Distributing, founded in 1983, purchased the building as the business's second location, expanding on the original warehouse. The building has since been associated with Tacoma Automotive Distributing, one of numerous locations held by Seattle Automotive Distributing, a business with headquarters in Auburn (Seattle Automotive Distributing 2023; *Tacoma News Tribune* 1998b).

The building is associated with commercial activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building was once an automotive paint shop. Extensive renovations and additions have expanded the building's footprint, expanded its use, and obscured its historic-period character. The building no longer retains the distinctive features of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. Based on a lack of integrity, it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 5801 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.8 5802 S Tacoma Way

According to the Pierce County Assessor, the building at 5802 S Tacoma Way was constructed in 1969 (Pierce County Assessor 2023) (Figure 8.8-1, Figure 8.8-2, and Figure 8.8-3). The building is slightly irregular in plan, two stories tall, and is surrounded by parking lots on the west, north, and east elevations. The building sits on a concrete-block foundation and is clad in a combination of wood siding, plywood, and cement boards. Windows are a combination of vinyl and wood frame. The building is topped by a shed roof.

The building's facade faces north, and a porch with a central split wood stair surrounds its north and east elevations. The porch walls are covered in cement board. The north facade includes additional stairs on the northwest corner. The facade includes a central, partially glazed pedestrian door flanked east and west by fixed, corner-wrapping, wood-frame windows in walls of plywood. Above the first floor, shingled eaves lead to a stepped-back second story with two-part (fixed and operable), corner-wrapping, wood- and aluminum-frame windows on the northwest corner.

The building's east elevation includes a sliding door entry on the first floor, corner-wrapping, fixed and operable, wood- and aluminum-frame windows on the southeast corner, and a small balcony off the second story with sliding doors. The second story includes a large fixed and operable, wood- and aluminum-frame window. The building's west elevation includes additional fixed and operable, wood- and aluminum-frame windows at the north and south ends, with a single light window centered between them. The upper story includes an additional band of fixed and operable, wood- and aluminum-frame windows. The building's rear (south) elevation is plywood clad and includes one window on each floor.



Figure 8.8-1 5802 S Tacoma Way, view west



Figure 8.8-2 5802 S Tacoma Way, view southwest



Figure 8.8-3 5802 S Tacoma Way, view southeast

Integrity

From its period of construction (1969), the building at 5802 S Tacoma Way retains integrity of location and setting, as it remains on its original parcel and retains its relationship to the adjacent commercial corridor. The building does not retain integrity of design, materials, or workmanship, due to changes in siding materials, including the addition of cement board and possibly plywood, and the apparent replacement of some wood-frame windows with operable aluminum-frame windows. The building does retain integrity of feeling and association, as, although the building is currently vacant, signage indicates it was, until recently, associated with Gilchrist Auto Center.

Evaluation

Russ Dunmire Oldsmobile began selling cars at their first Tacoma location, 5622 South Tacoma Way, in the 1950s, calling the location the “used car corral” (*Tacoma News Tribune* 1959). In November 1969, the company pulled a permit for construction of a used car lot a block south at 5802 S Tacoma Way. By the early 1970s, the company appears in ads as both Russ Dunmire Oldsmobile and Russ Dunmire Mazda (*Tacoma News Tribune* 1959, 1978; Tacoma Public Library 2023). As late as 2014, the building was associated with South Tacoma Mazda Outlet (*Tacoma News Tribune* 2014).

The building is associated with commercial activity in South Tacoma, including the evolution of Tacoma’s auto row, although it was constructed relatively late and is associated with used car sales rather than with the early twentieth-century growth of the auto sales industry in Tacoma. Mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). The building is associated with local business owner Russ Dunmire.

However, research did not reveal that his commercial activities were demonstrably important in a local, state, or national context. Additionally, as the business's second location, the used car lot at 5802 S Tacoma Way would likely not qualify as a resource closely associated with Dunmire's productive life. The resource does not appear to have strong associations with the lives of significant persons (Criterion B). The building is a modest example of a used car sales office in the Shed style, with an asymmetrical facade, shallow shed roofs facing two different directions, and a mix of window sizes and shapes. The building does not possess the cedar shingle siding, dramatic roof slopes, or clerestory windows typical of distinctive examples of the type. Additionally, alterations have diminished and obscured its historic character. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 5622 South Tacoma Way not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.9 5812 S Adams Street

According to the Pierce County Assessor, the building at 5812 S Adams Street was constructed as a storage warehouse and office building in 1957 (Pierce County Assessor 2023) (Figure 8.9-1 and Figure 8.9-2). The building is a single story, square in plan, and faces east toward S Adams Street. The building sits on a poured-concrete foundation, is clad in cement boards, and is primarily topped by a flat built-up roof. The building's northwest corner is topped by a front-gabled roof covered in shingles with sidelights.

The building's facade includes multiple entries. On the southeast corner, a single pedestrian door is paired with two vinyl-frame windows. North of the entry, the building's facade steps back under a deep eave and includes two additional pedestrian doors flanked north and south by projections with three-part, vinyl-frame windows. The building's north elevation includes additional sliding, vinyl-frame windows and, on the gabled northwest corner, three overhead garage doors. The building's south elevation is partially screened from view by privacy fencing enclosing a paved yard but includes additional overhead garage doors.



Figure 8.9-1 5812 S Adams Street, view northeast



Figure 8.9-2 5812 S Adams Street, view southeast

Integrity

From its period of construction (1957), the building at 5812 S Adams Street retains integrity of location and setting, as it remains on its original parcel in a mixed neighborhood. The building does not retain integrity of design, materials, or workmanship, due to alterations including subdivision and incompatible siding and window replacement. The building does retain integrity of feeling and association, as it continues to provide warehouse and office space.

Evaluation

The commercial building at 5812 S Adams Street was the home of Western Constructors, Inc., a general contractor for local commercial development beginning in the 1950s (*Tacoma News Tribune* 1959, 1962). Ads and newspaper articles in the *Tacoma News Tribune* note that the company constructed commercial and industrial buildings, including markets, distributing centers, banks, and warehouses, as well as a retirement community in the 1980s (*Tacoma News Tribune* 1963a, 1963b, 1984). The building is currently owned by a holding company (Pierce County Assessor 2023). At the time of survey, signage indicated that the building was associated with Waste Express Environmental Services, with offices throughout the Northwest, and Venture Auto Sales.

The building is associated with construction activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). The building is associated with local business owner Nick Ockfen, president of Western Constructors, Inc. However, research did not reveal that his construction activities were demonstrably important in a local, state, or national context. The resource does not appear to have strong associations with the lives of significant persons (Criterion B). The building is a modest example of a commercial building divided into separate office spaces. It is an altered example of a modern office with few character-defining features apart from its massing. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 5812 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.10 5802 S Washington Street

According to the Pierce County Assessor, the warehouse at 5802 S Washington Street was constructed in two pieces between 1975 and 1978 (Pierce County Assessor 2023) (Figure 8.10-1, Figure 8.10-2, and Figure 8.10-3). However, this appears to be an error, as aerial photographs show the building's two separate masses in their present configuration by 1969 (NETROnline 2023). A review of archival resources identifies permits for new warehouses pulled for this location in 1947 and 1963 (NETROnline 2023). HRA assumes the extant warehouses were built in 1947 (north) and 1963 (south).

The original warehouse, located at the north end of the parcel, is a single-story, rectangular mass. To the south, the taller added warehouse abuts the original, giving the building a generally rectangular, single-story plan. The building sits on a poured-concrete foundation, includes walls of concrete block and walls of smooth concrete (south warehouse), and walls clad in ribbed-metal panels (north warehouse). Both masses are topped by flat roofs.

The building's east elevation includes a pedestrian steel door and garage bay with overhead door (north warehouse), as well as two additional garage bays to the south (south warehouse). Variations in concrete suggest that former openings have been enclosed. The building's north elevation includes one overhead garage bay, and the building's west elevation, which faces the railroad tracks, includes former openings that have been filled with concrete block. The building's south elevation includes a loading bay with a deep, projecting eave supported by round metal posts. The openings on the loading bay have been sealed with concrete block.



**Figure 8.10-1 5802 S Washington Street,
view northwest**



**Figure 8.10-2 5802 S Washington Street,
view southwest**



Figure 8.10-3 5802 S Washington Street, view south

Integrity

From its period of construction (1947), the warehouse at 5802 S Washington Street retains integrity of location and setting, as it remains on its original parcel alongside railroad tracks. It does not retain integrity of design, materials, workmanship, feeling, or association, as the building was greatly enlarged and has been partially re clad in incompatible materials, most of its openings have been sealed, and the building has lost its former relationship with both the railroad tracks on the west and the loading bay on the south end.

Evaluation

A review of local newspaper articles indicates that this location was long associated with the Jensen Fuel Company, one of Tacoma's oldest fuel suppliers, which was founded in 1891 and completed a new wood-frame building near an existing yard at this location, addressed as 5810 Washington Street, in 1939. As noted by the *Tacoma News Tribune*, the company was in the business of providing heating fuel and equipment: "seven trucks are in constant operation supplying Tacomans with General Petroleum stove and diesel oils, all kinds of green and dry wood, coal for all purposes and sawdust" (*Tacoma News Tribune* 1939). Newspaper articles suggest that the Jensen Fuel Company may have established new offices on S Tacoma Way by 1951, but that this location continued to be associated with transport and trucking. The location is associated with Ace Transfer Company by 1947, the same year the extant warehouse was built, and with Pacific Storage and Distributing Co. by 1955 (*Tacoma News Tribune* 1955; Tacoma Public Library 2023). In 1963, Everett Jensen, of the Jensen Fuel Company family, pulled a permit to build a new warehouse at 5802 S Washington Street, suggesting the family may have retained ownership (*Tacoma News Tribune* 1963c). The location is associated with numerous operations thereafter, including distribution, recycling, and by 1992, Service Glass & Mirror, Inc., a repair and remodeling service (*Tacoma News Tribune* 1992). Today, the building is owned by G & J Investments (Pierce County Assessor 2023).

The location is associated with a significant early business in South Tacoma, the Jensen Fuel Company. However, it appears that the company operated out of a separate location by the time the existing warehouse was constructed, and that the warehouse was not used by Jensen Fuel Company but by a series of transport, trucking, and transportation companies over time. While the building is associated with industrial and commercial activity in South Tacoma, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the warehouse at this location does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). The building is associated with local business owner Everett Jensen, the son of the founder of Jensen Fuel Company. However, research did not reveal that his activities were demonstrably important in a local, state, or national context. The resource does not appear to have strong associations with the lives of significant persons (Criterion B). The building is a modest example of a commercial warehouse in two parts, with few character-defining features apart from its loading bay and location along the railroad tracks. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the warehouse at 5802 S Washington Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.11 5832 S Adams Street

According to the Pierce County Assessor, the commercial building at 5832 S Adams Street was constructed as a warehouse and office in 1970 (Pierce County Assessor 2023) (Figure 8.11-1 and Figure 8.11-2). The building has since been enlarged. Historic-period aerials show the warehouse without a garage addition to the rear (west) until between 1982 and 1985 (NETROnline 2023; Pierce County Assessor 2023).

The single-story building faces east toward S Adams Street. It is rectangular in plan, sits on a poured-concrete foundation, is clad in cement boards, and is topped by a front-gabled, asphalt shingle roof with no eave.

The building's facade includes an off-center entry door, glazed and topped by a transom. Above the entry are three ribbons of square, vinyl-frame windows and one additional single square window at the southeast corner. The building's north elevation, at a lower grade and facing a fenced-in yard, includes three single pedestrian doors, two garage bays, one oversized, with overhead garage doors, and a pair of vinyl-frame windows. Farther west, at the addition, are two additional garage bays with overhead doors. The building's south elevation includes no visible fenestration.



Figure 8.11-1 5832 S Adams Street, view northwest



Figure 8.11-2 5832 S Adams Street, view southwest

Integrity

From its period of construction (1970), the commercial building at 5832 S Adams Street retains integrity of location and setting, as it remains on its original parcel. It does not retain integrity of design, materials, or workmanship, as it has been renovated with incompatible siding, its windows have been replaced with incompatible materials, and an addition has been added to the rear. The building retains integrity of feeling and association, as it continues to serve a commercial use.

Evaluation

The South Tacoma Business District Association (STBDA) identifies this location as Cal's Automotive and Upholstery (Suite C) and Excel Electric of Tacoma (Suite A), but initial archival research revealed very little else about the building and its history of use (STBDA 2023).

The building at 5832 S Adams Street is associated with commercial activity in South Tacoma. However, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of a commercial warehouse with few character-defining features apart from its massing. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the warehouse at 5802 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.12 5838 S Adams Street

According to the Pierce County Assessor, there are two buildings located at 5838 S Adams Street, an office with warehouse constructed in 1968 and a storage warehouse constructed in 2007 (Pierce County Assessor 2023) (Figure 8.12-1 and Figure 8.12-2). The 2007 warehouse, rectangular and clad in metal panels, was too young to qualify for listing in the NRHP and was not recorded. Historic aerials indicate that the 1968 building was enlarged, giving the building an L-shaped footprint, between 1982 and 1990 (NETROnline 2023; Pierce County Assessor 2023).

The two-story building at 5838 S Adams Street is two stories tall, L-shaped in plan, and faces a fenced-in parking lot or yard. The building sits on a poured-concrete foundation, is clad in T1-11, and is topped by a cross-gabled asphalt shingle roof. The building's east-facing facade includes two floors of vinyl-frame sliding windows separated by panels of narrow vertical boards. The four bays of windows are enframed and topped by shallow eaves of lapped boards. Above the window bays, the gable is filled with narrow, lapped boards. Two wood silhouettes of dogs have been applied between two of the window bays. The building's south elevation includes a stoop and entry door at the southeast corner topped by enframed vinyl-frame windows. South of the entry is a single-story, shed-roofed projection topped by an additional window. The projection, along with privacy fencing, encloses the side yard but leaves the entry open and accessible. To the rear of the building is another projection and a wing including a pedestrian door and a garage bay with overhead door. The north elevation, minimally visible from the public ROW, includes additional vinyl-frame windows on the upper floor.



Figure 8.12-1 5838 S Adams Street, view northwest



Figure 8.12-2 5838 S Adams Street, view southwest

Integrity

From its period of construction (1968), the building at 5838 S Adams Street retains integrity of location and setting, as it remains on its original parcel. It does not retain integrity of design, materials, or workmanship, as it was enlarged in the 1980s, has been clad in incompatible materials, and its windows have been replaced with incompatible materials. Newspaper articles indicate the building was previously associated with “Fister Construction” (*Tacoma News*

Tribune 1972). It is now used as a dog daycare and boarding and does not retain integrity of feeling or association, due to a change of use.

Evaluation

The *Tacoma News Tribune* associates the building at 5838 S Adams Street with Fister Construction, which held a general auction there in 1972 (*Tacoma News Tribune* 1972). However, archival research revealed very little else about its use over time.

The building at 5838 S Adams Street is associated with commercial activity in South Tacoma. However, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of a commercial building with few character-defining features apart from its massing, which has been altered to meet a new use. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the warehouse at 5838 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.13 3509 S 60th Street

According to the Pierce County Assessor, the small outbuilding on its own parcel at 3509 S 60th Street was constructed in 1971 (Pierce County Assessor 2023) (Figure 8.13-1 and Figure 8.13-2). The single-story, rectangular building faces south toward S 60th Street and is adjacent to a garage associated with the neighboring residence. The building sits on a poured-concrete foundation, is constructed of concrete block, and is topped by a flat, built-up roof. The building includes a wood door on its south-facing elevation and a small concrete stoop. A meter is located east of the entry door. An electrical box is located on the east elevation. No other fenestration is evident on secondary elevations.



Figure 8.13-1 3509 S 60th Street, view north



Figure 8.13-2 3509 S 60th Street, view northeast

Integrity

From its period of construction (1971), the small outbuilding at 3509 S 60th Street retains integrity of location and setting, as it remains on its original parcel. It appears to retain integrity of design, materials, workmanship, feeling, and association, as no alterations are evident. It is unclear what the building's original or present purpose is, but it is owned by Qwest Corporation, a telecommunications company (Pierce County Assessor 2023).

Evaluation

Archival research revealed little about the construction of the small utility building on a 300 square foot parcel addressed as 3509 S 60th Street. Qwest Corporation, identified in the Pierce County Assessor's record as the parcel's owner, merged with CenturyLink in the early twenty-first century. CenturyLink is a telecommunications company and provides internet, phone, and TV services (CenturyLink 2023).

The building at 3509 60th Street may be associated with the local communications industry. However, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of a utilities building. It is not clear how the building is used or what part it may play in providing telecommunication services locally. It is utilitarian in design, blends into the landscape, and does not possess the distinctive characteristics of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance, HRA recommends the utility building at 3509 60th Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.14 3762 S 60th Street

According to the Pierce County Assessor, the building at 3762 S 60th Street was constructed in an irregular, generally L-shaped plan in 1956 (Pierce County Assessor 2023) (Figure 8.14-1, Figure 8.14-2, and Figure 8.14-3). A review of aerial photographs shows that the building was greatly expanded between its construction and ca. 1998, when a large warehouse was added at the corner S 60th Street and S Adams Street, obscuring views of the original building (NETROnline 2023; Pierce County Assessor 2023).

Today the building is dominated by the large, rectangular warehouse attached by a shed-roofed, covered walkway to the earlier single-story, front-gabled building. The ca. 1998 warehouse sits on a poured-concrete foundation, is clad in ribbed-metal panels, and is topped by a shallow, metal roof. Its east-facing elevation includes three garage bays, two of which are oversized, with overhead garage doors, and two pedestrian doors. At the building's southeast corner, it is attached to the 1956 warehouse on a poured-concrete foundation, clad in ribbed-metal panels, with a sliding wood door on casters. The sliding door includes a pedestrian door. Above the entry on the 1956 warehouse is applied signage for "Creative Casting Co." The 1956 warehouse is topped by a corrugated metal roof. The ca. 1998 warehouse's north elevation includes no fenestration, and its west elevation includes one wide, fixed window on the lower floor and three fixed windows on the upper floor. At the rear (south) of the parcel, secondary elevations of the 1956 warehouse are minimally visible but include a projection to the west with a shed eave over a workspace. One additional building is located at the rear of the parcel but is not documented in assessor's records. It is a front-gabled garage, facing west. It is clad in wood siding and

includes a sliding garage door on casters. No other fenestration is visible. It is topped by a corrugated metal roof.



Figure 8.14-1 3762 S 60th Street, view south



Figure 8.14-2 3762 S 60th Street, view south



Figure 8.14-3 3762 S 60th Street, view east

Integrity

From its period of construction (1956), the building and detached garage at 3762 S 60th Street retain integrity of location, as they remain on their original parcel. They do not retain integrity of setting, as the remainder of the parcel is now dominated by an addition that more than tripled the size of the original building. The building does not retain integrity of design, materials, workmanship, feeling, or association, due to the incompatible addition and the use of plywood on the facade of the 1956 warehouse, as well as a change of use from residential to industrial (*Tacoma News Tribune* 1974, 2002).

Evaluation

The building and garage at 3762 S 60th Street were originally used as a residence according to a 1974 newspaper article that documented a fire at this location, vacant at the time (*Tacoma News Tribune* 1974). By 2002, it is associated with a business, Creative Castings Co., a foundry that casts parts in aluminum, brass, and bronze, with which it is still associated (Creative Casting Co. 2023; *Tacoma News Tribune* 2002).

The building at 3762 60th Street was constructed as a residence in the 1950s, according to the Pierce County Assessor, and converted to industrial use in the late twentieth or early twenty-first century. Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a converted residence greatly expanded by the addition of a large warehouse circa 1998 that remains the most prominent feature on the parcel. Neither the former residence and garage, nor the addition possess the distinctive characteristics of a particular type, period, or method of construction. They are not known to be the work of a master and do not possess high artistic value. The buildings do not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the

buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resources (Criterion D).

Due to a lack of significance and integrity, HRA recommends the industrial building and garage at 3762 S 60th Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.15 6001 S Tacoma Way

According to the Pierce County Assessor, the commercial building at 6001 S Tacoma Way was constructed in 1966 (Pierce County Assessor 2023) (Figure 8.15-1, Figure 8.15-2, and Figure 8.15-3). The building is rectangular, a single story, and faces west toward S Tacoma Way. The building sits on a concrete-block foundation, is clad in cement boards, and is topped by a side-gabled, asphalt shingle roof with deep eaves and visible rafter tails.

The building's facade includes an exterior concrete stair, shielded by a wall with signage, to an off-center entry door flanked by ribbons of wood-frame windows, some of which have been sealed with plywood. The building's south elevation includes a first-floor projection supported by wood posts. Windows on this elevation are vinyl frame. The north elevation includes a first-floor projection and one additional vinyl-frame window. The east elevation includes an external concrete stair, shielded by an external wall, to an off-center entry door with a ribbon of wood-frame windows to the south, some of which have been sealed with plywood. The building is vacant and surrounded by a large, vacant car lot.



Figure 8.15-1 6001 S Tacoma Way, view northeast



Figure 8.15-2 6001 S Tacoma Way, view southwest



Figure 8.15-3 Former gas station, 6001 S Tacoma Way, 1946, courtesy of Tacoma Public Library

Integrity

From its period of construction (1966), the commercial building at 6001 S Tacoma Way retains integrity of location and setting, as it remains on its original parcel within a commercial corridor. It does not retain integrity of design, materials, or workmanship, as the building's fenestration patterns have been altered by the addition of vinyl-frame windows and the sealing of original openings, and the building has been reclad in incompatible siding. The building does not retain

integrity of feeling and association, as it is currently vacant and no longer serves as a commercial operation.

Evaluation

The commercial building at 6001 S Tacoma Way replaced a long-time gas and service station at this location in 1966 (Tacoma Public Library 2023). In the late 1960s, it was associated with new and used cars sales under South Tacoma Chevrolet (*Tacoma News Tribune* 1969). By 1993, this location was selling used cars for Gilchrist Chevrolet, now known as Gilchrist Auto Center. The Gilchrist family has been operating car dealerships in Tacoma since the late 1920s. They continued to operate a large dealership on parcels on the west side of S Tacoma Way at the time of survey. (*Tacoma News Tribune* 1993). Today, the office and lot at 6001 S Tacoma Way remain vacant.

While the building at 6001 S Tacoma Way is associated with car sales on Tacoma's traditional auto row, it was constructed late in the historic period and does not appear to have been a significant location for known dealers along S Tacoma Way. The building at 6001 S Tacoma Way may be associated with car sales. However, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of a sales office surrounded by a paved lot. It retains few character-defining features apart from its massing and fenestration pattern. It does not possess the distinctive characteristics of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the commercial building at 6001 S Tacoma Way not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.16 6602 S Adams Street

According to the Pierce County Assessor, the building at 6602 S Adams Street was constructed in 1968 (Pierce County Assessor 2023) (Figures 8.16-1 and Figure 8.16-2). It is rectangular in plan, a single story tall, and faces east toward S Adams Street. The building sits on a poured-concrete foundation, is clad in ribbed-metal panels, and is topped by a shallow, side-gabled metal roof. A carport on the building's south elevation is topped by a shed roof.

The building is surrounded by a yard and fencing. Its facade includes two oversized garage bays with overhead doors and a pedestrian door to the north with a sign above it reading "Office." The office door is paired with a vinyl-frame sliding window. The carport is enclosed on three sides by metal-clad walls with a square window to the rear. The building's north elevation includes a central pedestrian door with central window. The rear (west) elevation includes two vinyl-frame sliding windows.



Figure 8.16-1 6602 S Adams Street, view southwest



Figure 8.16-2 6602 S Adams Street, view southeast

Integrity

From its period of construction (1968), the building at 6602 S Adams Street retains integrity of location and setting, as it remains on its original parcel. It does not retain integrity of design, materials, or workmanship, as evident alterations include incompatible window replacements and the addition of a carport ca. 2005 (NETROnline 2023). The building does retain integrity of feeling and association, as it continues to serve a commercial purpose.

Evaluation

The commercial warehouse at 6602 S Adams Street was constructed for R & B Industries Cabinet Makers by Russell Davis & Sons, who pulled a permit to build a warehouse at this location in 1968 (*Tacoma News Tribune* 1968; Tacoma Public Library 2023). In 1996, A&E Auto & R.V. Repair acquired a business license to operate from this location (*Tacoma News Tribune* 1996). At the time of survey, temporary signage identified the building as “Andy’s Auto Service.” Initial archival research revealed little about the original tenants.

Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of an industrial or commercial warehouse with few character-defining features apart from its massing. It does not possess the distinctive characteristics of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the utility building at 6602 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

9 SUMMARY AND RECOMMENDATIONS

9.1 Archaeological resources

HRA archaeologists Matthew Warren, PhD; Cecelia Wolman, MA; and Taylor Smith, BA, performed an archaeological survey of the AI on March 6 and March 16–17, 2023, which included archaeological reconnaissance, pedestrian survey, and shovel probing. The terrain within the AI has been heavily modified by modern urban road construction, utility installation, and landscaping activities. Most of the AI is either paved roadway, graveled roadside, landscaped ROW, or private property, except for much of the SERA park property and an adjacent segment of ROW between the north end of the park and S 56th Street. Twelve SPs were excavated within the project improvement D1 and A58 footprints. HRA observed no precontact or historic-period cultural materials during the survey.

HRA recommends that no further cultural resources study is necessary unless the project design changes substantially. In the event that archaeological deposits are inadvertently discovered during construction in any portion of the AI, procedures outlined in the project inadvertent discovery plan should be followed (Appendix G).

9.2 Built-environment resources

HRA architectural historian Chrisanne Beckner, MS conducted a built-environment survey and inventory of the AI, identifying 16 resources constructed in 1978 or earlier that required survey and inventory. Of the sixteen resources surveyed, HRA recommends one, the commercial bank

building at 5448–5450 S Tacoma Way, constructed in 1913, eligible for listing in the NRHP, WHR, and TRHP. No other listed or eligible resources are located within the AI.

The bank building at 5448–5450 South Tacoma Way is located at the northwest corner of the intersection of South Tacoma Way and South 56th Street (see Appendix B, and Appendix E). Work proposed at this location includes a bus shelter, to be constructed at the intersection's southeast corner (see Section 1.1.7). While the bus shelter may be constructed within view of the bank building, it will be located across a busy intersection and at such a distance that it will not impact the building, either directly or indirectly.

HRA recommends that the project, as proposed, has no potential to impact built-environment resources. HRA recommends that no further cultural resources study is necessary unless the project design changes substantially.

10 REFERENCES CITED

Ames, Kenneth M., and Herbert D. G. Maschner. 1999. *Peoples of the Northwest Coast: Their Archaeology and Prehistory*. Thames and Hudson, New York.

Arnold, Paul. 2017. Puyallup Tribe of Indians Street Map. Electronic document, http://puyallup-tribe.com/gis/downloads/ReservationFacilities_Web.pdf, accessed May 2023.

Artifacts Architectural Consulting, Inc. (AAC). 2008. *Western State Hospital Cultural Landscape Assessment*. Artifacts Architectural Consulting, Inc., Tacoma, Washington. Prepared for the Washington State Department of Social and Health Services, Olympia. On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.

Baker, R. Todd. 2014. *Cultural Resource Survey: Proposed Telecommunications Tower Site, Site Name: TAC Montgomery – New Build, Tacoma, Pierce County, Washington*. Terracon Consultants, Inc., Mountlake Terrace, Washington. Prepared for Verizon Wireless. On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.

Bard, James. 2008. *Tacoma/Pierce County HOV Program, SR 16: Westbound Nalley Valley, SR 16: Eastbound Nalley Valley and Sprague Valley Interchange, I-5: SR 16 – I-5 Realignment and HOV Connections Historic, Cultural, and Archaeological Resources Discipline Report*. CH2M HILL, Bellevue, Washington. Prepared for Washington State Department of Transportation, Olympia. On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.

Beck, Charlotte, and George Jones. 2010. Clovis and Western Stemmed: Population Migration and the Meeting of Two Technologies in the Intermountain West. *American Antiquity* 75(1):81–116.

Blukis Onat, Astrida R., Lee A. Bennett, and Jan L. Hollenbeck. 1980. *Cultural Resource Overview and Sample Survey of the Skagit Wild and Scenic River*. Vol. 1, 2, and 3. Institute of Cooperative Research, Seattle, Washington. Prepared for Mt. Baker-Snoqualmie National Forest, Seattle, Washington.

Cafazzo, Debbie. 2007. South Tacoma Way: Through the Years. *Seattle Times*, October 15. Seattle, Washington.

- Caldbeck, John. 2015. Washington Territorial Legislature merges Tacoma City and New Tacoma to take effect on January 7, 1884. HistoryLink.org Essay 5062. Electronic document, <https://www.historylink.org/File/5062>, accessed March 2023.
- . 2019. Panic of 1893 and Its Aftermath. HistoryLink.org Essay 20874. Electronic document, <https://www.historylink.org/File/20874>, accessed March 2023.
- CenturyLink. 2023. About Us. Electronic document, <https://www.centurylink.com/aboutus.html>, accessed June 23, 2023.
- Chasteen, Carrie, Jason B. Cooper, and Shane Sparks. 2008. *Final Cultural Resources Survey/Discipline Report: Point Defiance Rail Bypass Project, Pierce County, Washington*. Jones & Stokes, Bellevue, Washington. Prepared for the Washington State Department of Transportation. On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.
- City of Tacoma. 2023. Tacoma Landmarks. Electronic document, https://www.cityoftacoma.org/government/city_departments/planning_and_development_services/historic_preservation/tacoma_landmarks, accessed June 2023.
- Creative Casting Company. 2023. Aluminum, Brass, and Bronze Casting. Electronic document, <http://www.creativecastingco.com/>, accessed June 8, 2023.
- Dailey, Tom. 2020. Coast Salish Villages of Puget Sound. Electronic document, www.coastsalishmap.org/, accessed January 2020.
- Davis, Loren G., David B. Madsen, Lorena Becerra-Valdivia, Thomas Higham, David A. Sisson, Sarah M. Skinner, Daniel Stueber, Alexander J. Nyers, Amanda Keen-Zebert, Christina Neudorf, Melissa Cheney, Masami Izuhou, Fumie Izuka, Samuel R. Burns, Clinton W. Epps, Samuel C. Willis, and Ian Buvit. 2019. Late Upper Paleolithic Occupation at Cooper's Ferry, Idaho, USA, ~16,000 Years Ago. *Science* 365(6456):891–897.
- Department of Archaeology and Historic Preservation (DAHP). 2023a. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Electronic document, www.dahp.wa.gov, accessed January 19, 2023.
- . 2023b. Cemetery Report: Parkland Lutheran Cemetery (PI880). On file at the Department of Archaeology and Historic Preservation, Olympia, Washington. DAHP
- . 2023c. Washington State Standards for Cultural Resource Reporting. Electronic document, <https://dahp.wa.gov/project-review/washington-state-standards-for-cultural-resource-reporting>, accessed January 19, 2023.
- Earley, Amber. 2009. *Cultural Resources Assessment of the South Tyler Street Improvement Project, Tacoma, Washington*. Northwest Archaeological Associates, Inc., Seattle, Washington. Prepared for the City of Tacoma Public Works and Engineering, Tacoma, Washington. On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.
- Eder, J. T. 2002. *Mammals of Washington and Oregon*. Lone Pine Publishing, Auburn, Washington.

- Eysaman & Company. 2004. *Survey and Inventory in the Hilltop Area of Tacoma Update 2004*. Eysaman & Company, Tacoma, Washington. Prepared for the Office of Historic Preservation, City of Tacoma, Washington. On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.
- . 2005. *Reconnaissance Level Survey Update of South Tacoma Edison/Excelsior & the South End Fern Hill & Lincoln Park*. Eysaman & Company, Tacoma, Washington. Prepared for the Office of Historic Preservation, City of Tacoma, Washington. On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.
- Forsman, Leonard A., Dennis E. Lewarch, Jeffrey R. Robbins, Lynn L. Larson. 1998. *RTA Lakewood-To-Tacoma Commuter Rail Project, Tacoma Dome, South Tacoma, And Lakewood Sections, Pierce County, Washington, Cultural Resources Assessment*. Larson Anthropological/Archaeological Services, Seattle. LAAS Technical Report #98-13. Prepared for Berger/ABAM Engineers, Federal Way, Washington.
- Franklin, J. F., and C. T. Dyrness. 1973. *Natural Vegetation of Oregon and Washington* (General Technical Report PNW-8) US Department of Agriculture, Forest Service, Pacific Northwest Forest and Range Experiment Station. Portland, Oregon.
- Haeberlin, H., and E. Gunther. 1930. *The Indians of Puget Sound*. University of Washington Press, Seattle.
- Hayman, Jeanette. 2015. State of Washington Archaeological Site Inventory Form: 45PI1375 (Asotin's Olde Retaining Wall). On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.
- Hilbert, Vi, Jay Miller, and Zalmay Zahir (editors). 2001. *Puget Sound Geography*. Original Manuscript from T. T. Waterman. Lushootseed Press, Federal Way, Washington.
- Historic Tacoma. 2011. Historic Preservation Resource Guide. Electronic document, <https://cms.cityoftacoma.org/planning/historic-preservation/nominating/architectural-styles-and-architects.pdf>, accessed June 1, 2023.
- Jenkins, Dennis L., Loren G. Davis, Thomas W. Stafford Jr., Paula F. Campos, Bryan Hockett, George T. Jones, Linda Scott Cummings, Chad Yost, Thomas J. Connolly, Robert M. Yohe II, Summer C. Gibbons, Maanasa Raghavan, Morten Rasmussen, Johanna L. A. Pajmans, Michael Hofreiter, Brian M. Kemp, Jodi Lynn Barta, Cara Monroe, M. Thomas P. Gilbert, and Eske Willerslev. 2012. Clovis Age Western Stemmed Projectile Points and Human Coprolites at the Paisley Caves. *Science* 337(6091):223–228.
- Kirk, Ruth, and Richard D. Daugherty. 2007. *Archaeology in Washington*. University of Washington Press, Seattle.
- Kopperl, Robert E. 2004. *Cultural Resources Clearance Survey SR 5 HOV Lane Construction 48th Street to Pacific Avenue, Tacoma, Pierce County*. Northwest Archaeological Associates, Inc., Seattle, Washington. Prepared for the Washington State Department of Transportation, Olympia. On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.
- Kopperl, Robert E., Charles Hodges, Christian Miss, Johonna Shea, and Alecia Spooner. 2016. *Archaeology of King County, Washington: A Context Statement for Native American Archaeological Resources*. SWCA Environmental Consultants, Seattle, Washington.

Prepared for the King County Historic Preservation Program, Seattle, Washington. On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.

- Kopperl, Robert E., Amanda K. Taylor, Christian J. Miss, Kenneth M. Ames, and Charles M. Hodges. 2015. The Bear Creek Site (45KI839), a Late Pleistocene–Holocene Transition Occupation in the Puget Sound Lowland, King County, Washington. *PaleoAmerica* 1(1):116–120.
- Kruckeberg, Arthur R. 1991. *The Natural History of Puget Sound County*. University of Washington Press, Seattle.
- Larrison, Earl J. 1967. *Mammals of the Northwest: Washington, Oregon, Idaho, and British Columbia*. Seattle Audubon Society, Seattle, Washington.
- Larson, Lynn L., and Dennis E. Lewarch. 1995. The Archaeology of West Point, Seattle, Washington, 4,000 Years of Hunter-Fisher-Gatherer Land Use in Southern Puget Sound. Larson anthropological Archaeological Services, Seattle, Washington.
- Metsker, Chas. F (Metsker). 1951a. Township 20 N., Range 2 E. W.M. Metsker Maps, Seattle, Washington. Electronic document, <http://www.historicmapworks.com>, accessed April 2023.
- . 1951b Township 20 N., Range 3 E. W.M. Metsker Maps, Seattle, Washington. Electronic document, <http://www.historicmapworks.com>, accessed April 2023.
- . 1960a Township 20 N., Range 2 E. W.M. Northeast Quarter. Metsker Maps, Seattle, Washington. Electronic document, <http://www.historicmapworks.com>, accessed April 2023.
- . 1960b Township 20 N., Range 2 E. W.M. Southeast Quarter. Metsker Maps, Seattle, Washington. Electronic document, <http://www.historicmapworks.com>, accessed April 2023.
- . 1960c Township 20 N., Range 3 E. W.M. Northwest Quarter. Metsker Maps, Seattle, Washington. Electronic document, <http://www.historicmapworks.com>, accessed April 2023.
- . 1960d Township 20 N., Range 3 E. W.M. Southwest Quarter. Metsker Maps, Seattle, Washington. Electronic document, <http://www.historicmapworks.com>, accessed April 2023.
- Mierendorf, Robert R. 1986. *People of the North Cascades*. National Park Service, Pacific Northwest Region, Seattle, Washington.
- Morgan, Lane. 2017. Smallpox Outbreak in New Tacoma (1881). HistoryLink.org Essay 20343. Electronic document, <https://www.historylink.org/File/20343>, accessed March 2023.
- National Park Service (NPS). 1997. *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed November 2022.

- Nelson, Charles M. 1990. Prehistory of the Puget Sound Region. In Northwest Coast, edited by Wayne Suttles, pp. 481–484. *Handbook of North American Indians*, Vol. 7, William C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.
- NETROnline. 2023. Historic Aerials. Electronic document, <https://www.historicaerials.com/viewer>, accessed June 23, 2023.
- Nisbet, Jack and Clair. 2011. Hudson’s Bay Company. HistoryLink.org Essay 9881. Electronic document, <https://www.historylink.org/File/9881>, accessed March 2023.
- Pavia, Joseph P. 1999. National Register of Historic Places Registration Form: Tacoma Mausoleum (45PI629). On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.
- Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.
- Plummer, Frederick. 1889a. Township 20 North Range 2 East. Pierce County 1889. Electronic document, <http://www.historicmapworks.com>, accessed March 2023.
- . 1889b. Township 20 North, Range 3 East. Pierce County 1889. Electronic document, <http://www.historicmapworks.com>, accessed March 2023.
- Puyallup Tribe of Indians. 2023. Puyallup Tribe: The Story of Our People. Electronic document, www.puyallup-tribe.com/ourtribe/, accessed April 2023.
- Radebaugh, Randolph F. 1889. *Tacoma, the Western Terminus of the Northern Pacific Railroad*. News Publishing, Tacoma, Washington.
- Reiter, Darlyne A. 2007. *Images of America: South Tacoma*. Arcadia Publishing, San Francisco, California.
- Ruby, R. H., and J. A. Brown. 1992. *A Guide to the Indian Tribes of the Pacific Northwest*, Revised Edition. University of Oklahoma Press, Norman, Oklahoma, and London, England.
- Sanborn Map Company (Sanborn). 1896. Key, Sheet 0, 22, 25, 33, 35, . Vol. 1. Fire Insurance Map Tacoma, Washington. 1896. Sanborn Map Company, New York. Electronic document, <http://sanborn.umi.com.ezproxy.spl.org>, accessed March 6, 2023.
- . 1912. Sheet 325. Vol. 3. Fire Insurance Map Tacoma, Washington. 1912. Sanborn Map Company, New York. Electronic document, <http://sanborn.umi.com.ezproxy.spl.org>, accessed March 6, 2023.
- Schultz, Erica. 2006. *SE5554B/Center Street/Comstock 3323 S. Lawrence Street, Tacoma, Washington 98409*. EBI Consulting, Seattle, Washington. Prepared for the Department of Archaeology and Historic Preservation, Olympia, Washington. On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.
- Seattle Automotive Distributing. 2023. About Us. Electronic document, <https://seattleautomotive.com/>, accessed June 2, 2023.

Shaw, Frederic. 1959. "Rails to Destiny" Casey Jones' Locker. Hesperian House Publishing, San Francisco, CA. Smith, M. 1940. *The Puyallup-Nisqually*. *Columbia University Contributions to Anthropology* Vol. 32. Columbia University Press, New York.

South Tacoma Business District Association. 2023. Directory. Electronic document, <https://stbda.com/directory.php>, accessed June 6, 2023.

Spadoni, Greg. 2014. The Real Story of Tacoma's Abandoned Railroad Tunnel. Electronic document, <http://groupssa.com/ssa/tacomatunnel.html>, accessed March 2023.

Staaaz, Danette, and Jocelyn Mitchell. 2013. National Register of Historic Places Registration Form: The Coffee Pot Restaurant (45PI1330). On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.

Steilacoom Tribe. 2013. Steilacoom Tribe History. Electronic document, <http://steilacoomtribe.blogspot.com/2009/01/history.html>, accessed April 2023.

Suttles, Wayne. 1990. Environment. In *Northwest Coast*, edited by Wayne Suttles. Handbook of North American Indians, Vol. 7, William C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.

Suttles, Wayne, and Barbara Lane. 1990. Southern Coast Salish. In *Northwest Coast*, edited by Wayne Suttles, pp. 485–502. Handbook of North American Indians, Vol. 7, William C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.

Tacoma Daily Ledger. 1926. New Home of South Tacoma Motor Open for Inspection, March 21.

Tacoma News Tribune. 1939. Jensen Fuel Co. Selling Oil Burners, Coal Stokers, September 10.

———. 1942. List Depots For Salvage, June 10.

———. 1949. Just Arrived, Child's Barefoot Sandals, February 27.

———. 1955. Moving?, May 31.

———. 1959a. Safety Tested!, June 2.

———. 1959b. Designed for Tomorrow, Built for a Lifetime, November 17.

———. 1960. "Horseless Carriage Days" Shoe Specials!, July 12.

———. 1962a. South Tacoma Stores Face Bright Future, November 30.

———. 1962b. Prowler Blamed; Burglaries Follow Identical Pattern, March 21.

———. 1963a. Company to Occupy New Home, January 30.

———. 1963b. Puyallup Bank Applies for Edgewood Branch, August 28.

———. 1963c. City Building Permits, March 24.

———. 1968. City Permits, June 16.

———. 1969. For Your Best New or Used Car Buy, November 27.

- . 1972. Public Auction, Fister Construction, October 4.
- . 1974. Fire Cause Investigated, October 24.
- . 1978. '75 Saab Sale, May 26.
- . 1981. Spring Start Seen for South Tacoma Way Beautification, August 2.
- . 1984. Housing for Elderly Expanded, May 23.
- . 1988. Wallerich Sells Chevy Franchise. March 12.
- . 1992. Save this advertisement, July 20.
- . 1993a. Nick Ockfen, obituary, October 24.
- . 1993b. Public Notice, August 27-28-29-30, August 27.
- . 1996. Business Licenses, October 13.
- . 1998a. Austins Will Turn Historic Auto Site Into a Hot Corner, June 16.
- . 1998b. Drivers, January 29.
- . 2001. Experience Fast Food Help Needed, ad., January 11.
- . 2002. Crime Stoppers, August 24.
- . 2010. May 31, 2009, February 10.
- . 2014. South Tacoma Mazda Outlet, September 26.

Tacoma Public Library. 2023. The Tacoma-Pierce County Building Index. Electronic document, [Tacoma-Pierce County Buildings Index - Northwest Room Collections \(oclc.org\)](https://www.tacomapubliclibrary.org/BuildingIndex/NorthwestRoomCollections), accessed August 7, 2023.

Tacoma Water. 2023. Request for Bids: Pulling and Cleanout of South Tacoma Wells Phase 1 (RE-BID). Specification No. TW22-0399F. Electronic document, https://www.cityoftacoma.org/UserFiles/Servers/Server_6/File/cms/Purchasing/FormalBids/TW22-0399F.pdf, accessed June 1, 2023.

Tate, Cassandra. 2004. Washington Legislature designates Byrd's Mill Road as State Historical Road No. 1 in 1941. HistoryLink.org Essay 7120. Electronic document, <https://www.historylink.org/File/7120>, accessed June 26, 2023.

U.S. Department of Agriculture (USDA) Soil Survey. 2022. Web Soil Survey Map. Electronic document, <https://websoilsurvey.sc.egov.usda.gov>, accessed April 2023.

U.S. Department of Treasury. 2023. Financial Panic of 1873. Electronic document, <https://home.treasury.gov/about/history/freedmans-bank-building/financial-panic-of-1873>, accessed March 2023.

U.S. General Services Administration (USGSA). 2019. Tacoma Union Station, Tacoma, WA. Electronic document, <https://www.gsa.gov/historic-buildings/tacoma-union-station-tacoma-wa>, accessed July 2021.

- U.S. Geological Survey (USGS). 1897. Tacoma. Washington 1:125,000, topographic quadrangles. Washington, D.C.
- . 1940. Anderson Island. Washington 1:62,500, topographic quadrangles. Washington, D.C.
- . 1941. Tacoma South. Washington 1:62,500, topographic quadrangles. Washington, D.C.
- . 1948. Steilacoom. Washington 1:24,000, topographic quadrangles. Washington, D.C.
- . 1959. Steilacoom. Washington 1:24,000, topographic quadrangles. Washington, D.C.
- . 1961. Tacoma South. Washington 1:24,000, topographic quadrangles. Washington, D.C.
- U.S. Surveyor General (USSG). 1867. Township No 20 North, Range No 3 East Willamette Meridian. Surveyor General's Office at Olympia, Washington Territory. Electronic document, www.blm.gov/or/landrecords/survey/ySrvy1.php, accessed April 2023.
- . 1868. Township No 20 North Range No 3 East Will. Mer. Surveyor General's Office at Olympia, Washington Territory. Electronic document, www.blm.gov/or/landrecords/survey/ySrvy1.php, accessed April 2023.
- . 1869a. Township No 20 North Range No 2 East Will Mer. Surveyor General's Office at Olympia, Washington Territory. Electronic document, www.blm.gov/or/landrecords/survey/ySrvy1.php, accessed April 2023.
- . 1869b. Township No 20 North Range No. 2 East Will. Mer. Surveyor General's Office at Olympia, Washington Territory. Electronic document, www.blm.gov/or/landrecords/survey/ySrvy1.php, accessed April 2023.
- Van Galder, Sarah J., Angel Tomes, Edgar K. Huber, and Scott Thompson. 2012. *Section 106 Survey Report Historic, Cultural, and Archaeological Resources/Discipline Report: Federal Railroad Administration—WSDOT Point Defiance Bypass Project Environmental Assessment*. Statistical Research, Lacey, Washington. Prepared for the Washington State Department of Transportation, Olympia. On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.
- Washington State Department of Natural Resources . 2022. Washington Geologic Information Portal. Electronic document, <https://geologyportal.dnr.wa.gov>, accessed April 2023.
- Waterman, T. T., and R. Greiner. 1921. *Indian Houses of the Puget Sound*. Museum of the American Indian. New York.
- Waters, Michael R., Thomas W. Stafford Jr., H. Gregory McDonald, Carl Gustafson, Morten Rasmussen, Enrico Cappellini, Jesper V. Olsen, Damian Szklarczyk, Lars Juhl Jensen, M. Thomas P. Gilbert, and Eske Willerslev. 2011. Pre-Clovis Mastodon Hunting 13,800 Years Ago at the Manis Site, Washington. *Science* 334(6054):351–353.
- Weaver, Robert. 2004. *Cultural Resources Assessment for the I-5 High Occupancy Vehicle Project, Tacoma, Washington Addendum Considering Historic Properties*. Northwest Archaeological Associates, Inc., and The Environmental History Company, Seattle, Washington. Prepared for the Washington State Department of Transportation, Olympia.

On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.

Wessen, Gary C. 1988. *Prehistoric Cultural Resources of Island County*. Wessen & Associates, Seattle, Washington. Prepared for Washington State Department of Community Development.

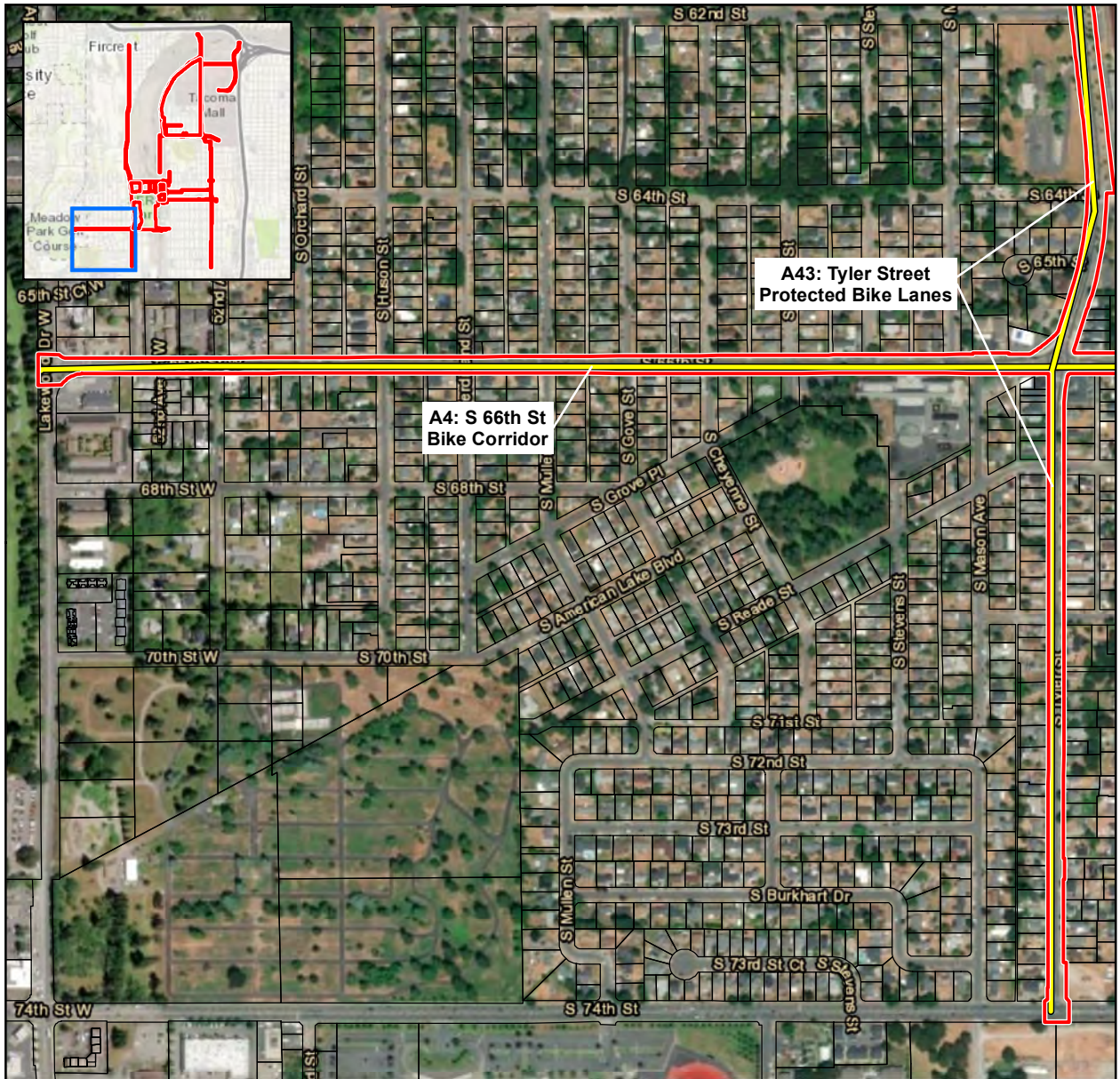
Williams, David B. 2021. *Homewaters: A Human and Natural History of Puget Sound*. University of Washington Press, Seattle.

Wilma, David. 2005. Scheduled service on the Northern Pacific Railroad between New Tacoma and Kalama begins on January 5, 1874. HistoryLink.org Essay 7408. Electronic document, <https://www.historylink.org/File/7408>, accessed March 2023.

Wilma, David, and Walt Crowley. 2003. Tacoma – Thumbnail History. HistoryLink.org Essay 5055. Electronic document, <https://www.historylink.org/File/5055>, accessed March 2023.

Appendix A

South Tacoma Station Access Improvements Aerial



South Tacoma Station Access Improvements Project Phase 2 Aerial Overview

- Project Improvement
- Area of Impacts (AI)
- Tax Parcel

Date: 8/8/2023



HISTORICAL
RESEARCH
ASSOCIATES, INC.

Coord/Projection
NAD 1983 UTM Zone 10N
Transverse Mercator

Datum
NAD83

Scale
1:8,000

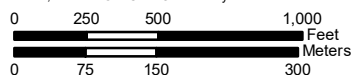
Township/Range

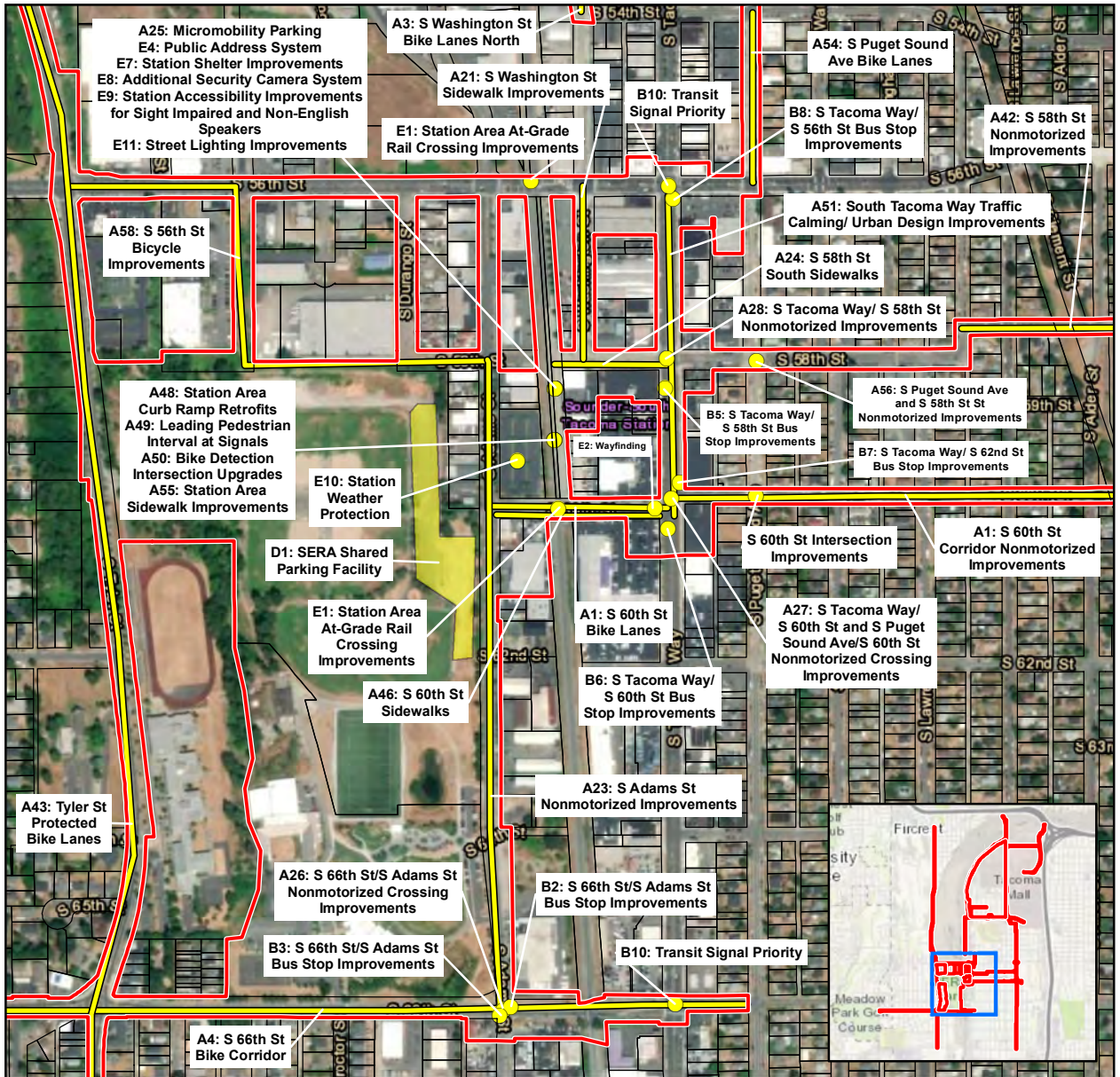
T20N R02E

Quadrangle

Steilacoom and Tacoma South, WA

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community





South Tacoma Station Access Improvements Project Phase 2 Aerial Overview

Date: 8/24/2023



HISTORICAL
RESEARCH
ASSOCIATES, INC.

Coord/Projection
**NAD 1983 UTM Zone 10N
Transverse Mercator**

Datum

NAD83

Scale

1:8,000

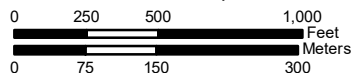
Township/Range

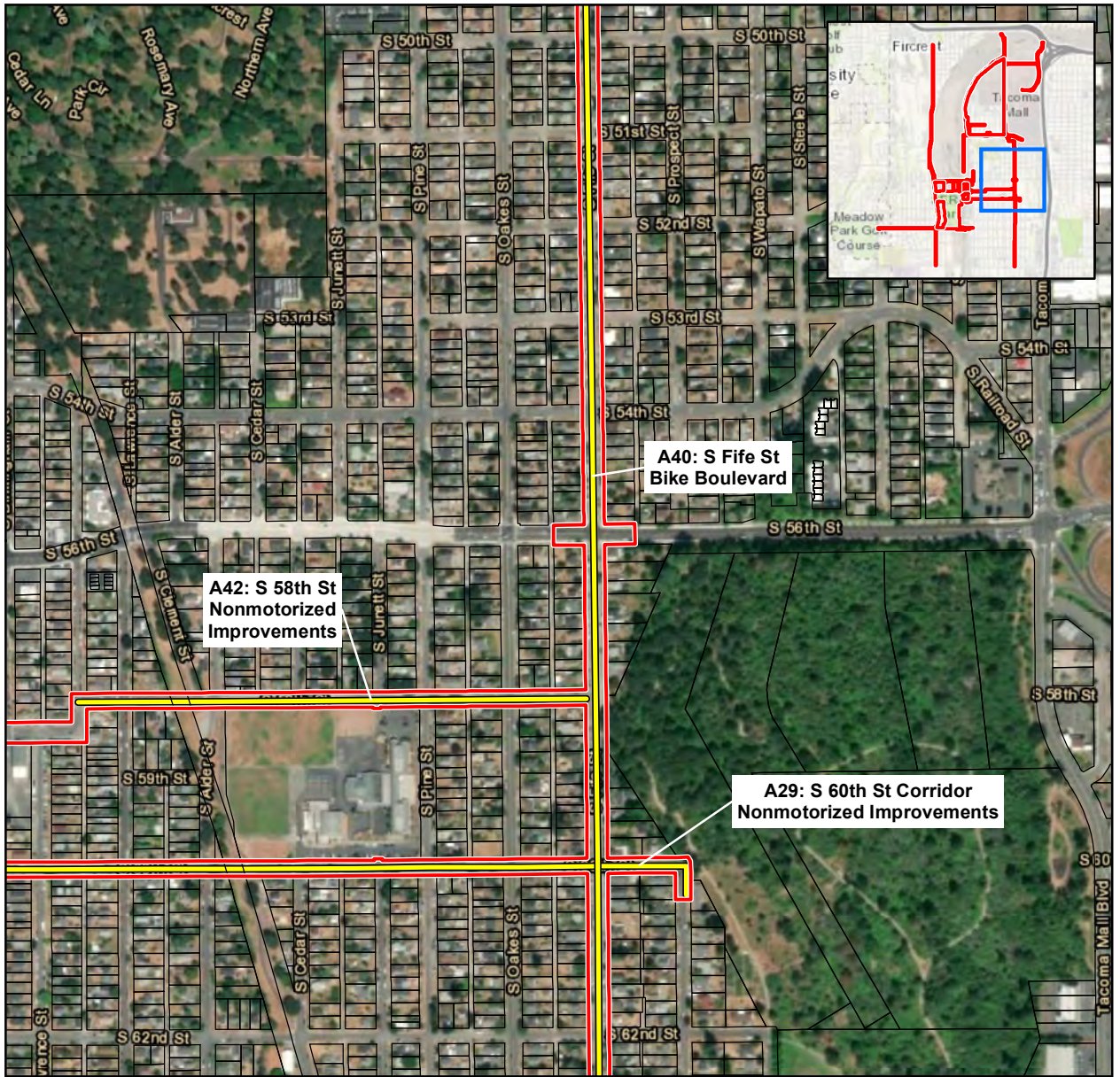
T20N R02E, T20N R03E

Quadrangle

Tacoma South, WA

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community





South Tacoma Station Access Improvements Project Phase 2 Aerial Overview

Date: 8/8/2023



HISTORICAL
RESEARCH
ASSOCIATES, INC.

Coord/Projection
**NAD 1983 UTM Zone 10N
Transverse Mercator**

Datum

NAD83

Scale

1:8,000

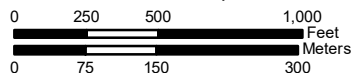
Township/Range

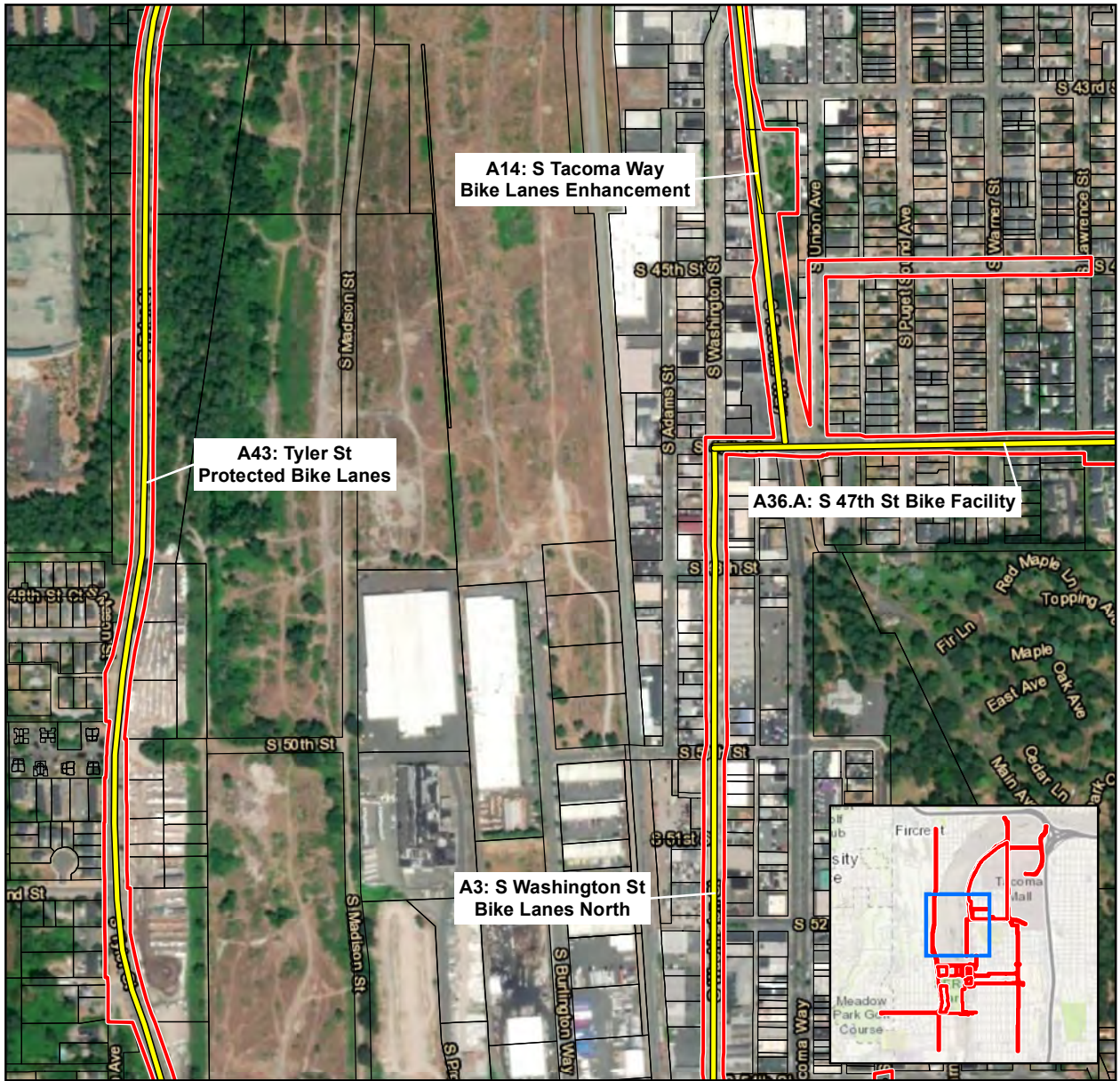
T20N R03E

Quadrangle

Tacoma South, WA

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community





South Tacoma Station Access Improvements Project Phase 2 Aerial Overview

Date: 8/8/2023



HISTORICAL
RESEARCH
ASSOCIATES, INC.

Coord/Projection
NAD 1983 UTM Zone 10N
Transverse Mercator

Datum

NAD83

Scale

1:8,000

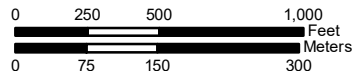
Township/Range

T20N R02E, T20N R03E

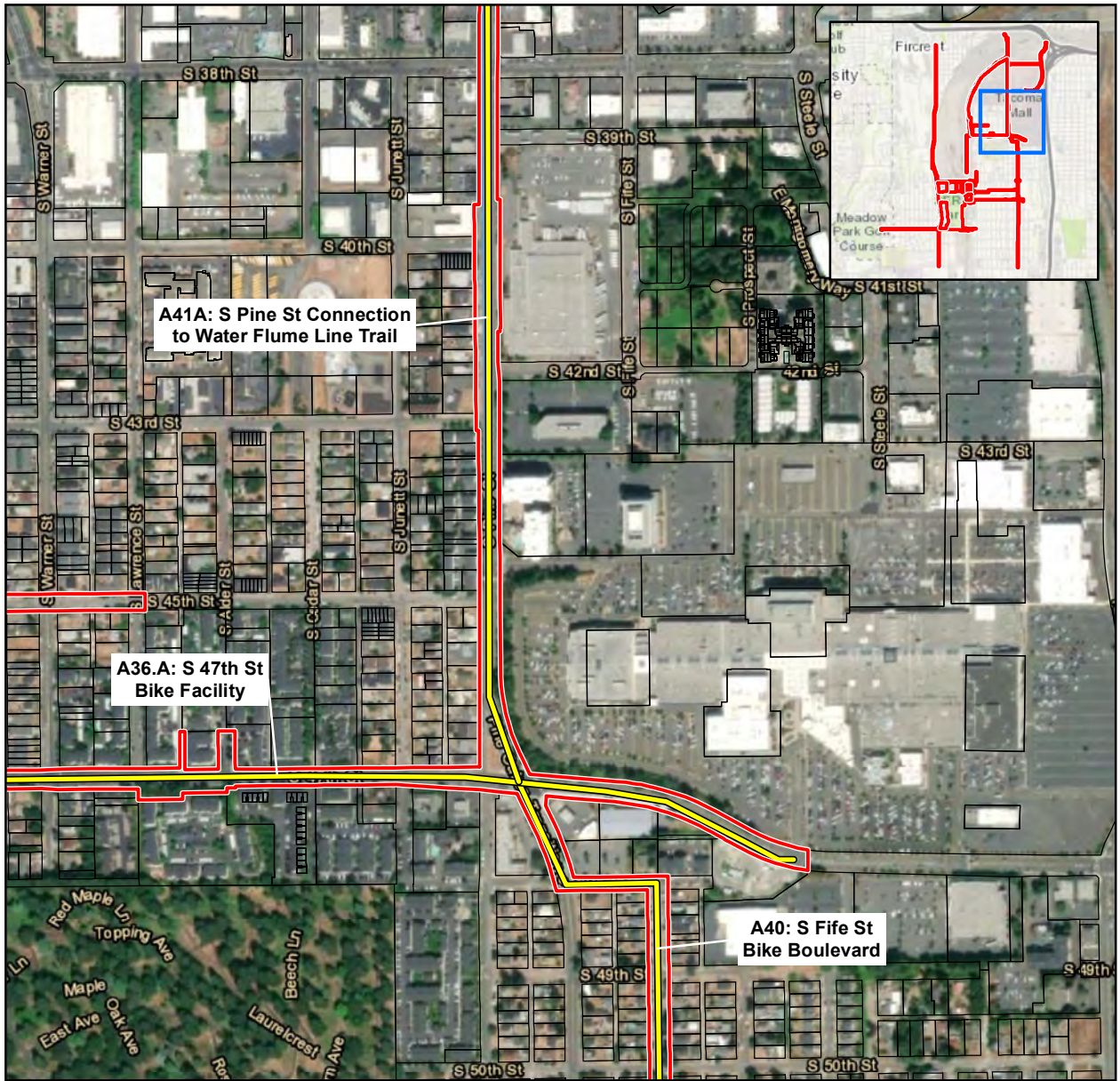
Quadrangle

Tacoma South, WA

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



- Project Improvement
- Area of Impacts (AI)
- Tax Parcel



South Tacoma Station Access Improvements Project Phase 2 Aerial Overview

Date: 8/8/2023



HISTORICAL
RESEARCH
ASSOCIATES, INC.

Coord/Projection
**NAD 1983 UTM Zone 10N
Transverse Mercator**

Datum

NAD83

Scale

1:8,000

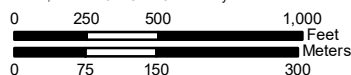
Township/Range

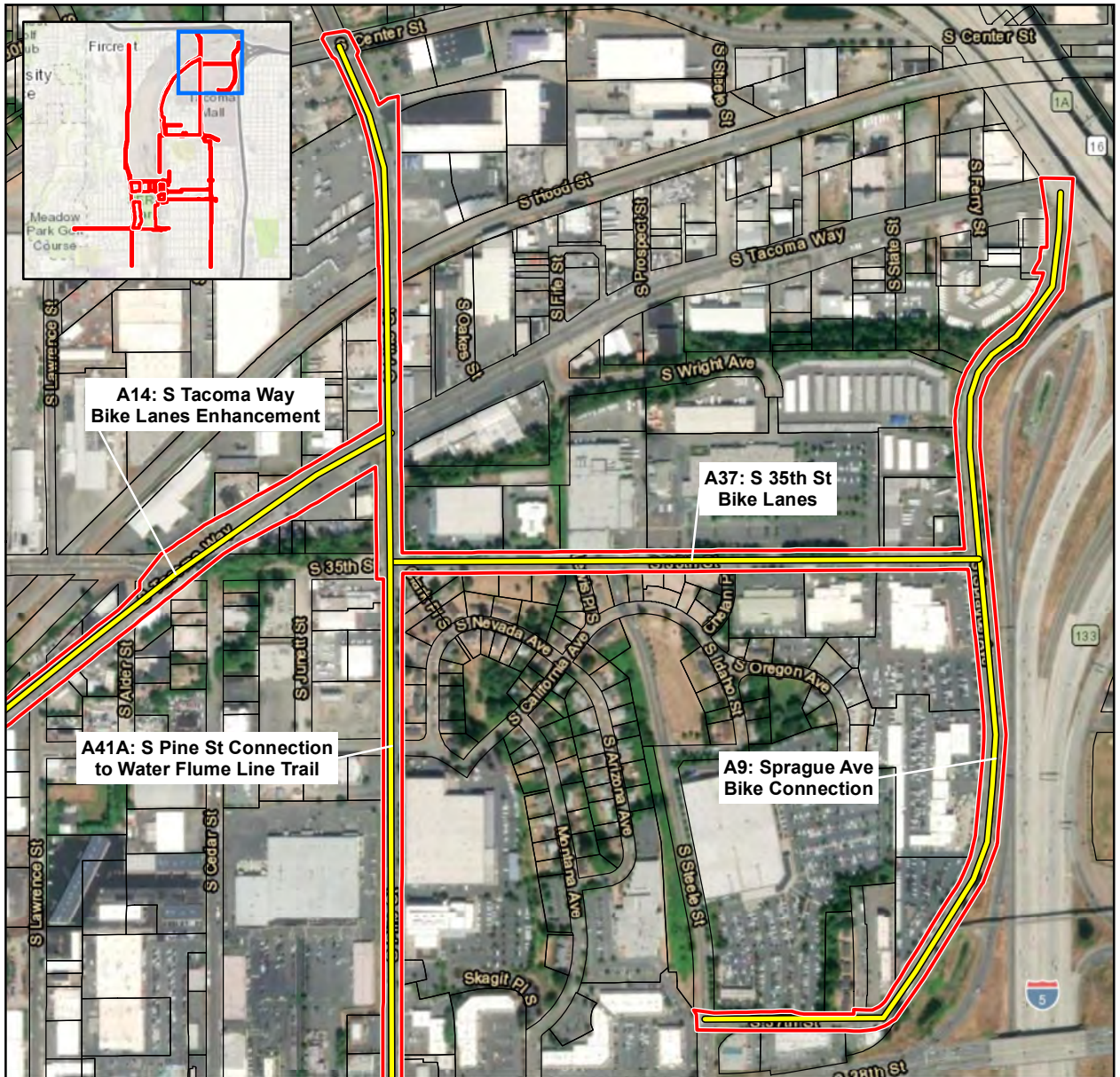
T20N R03E

Quadrangle

Tacoma South, WA

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community





South Tacoma Station Access Improvements Project Phase 2 Aerial Overview

- Project Improvement
- Area of Impacts (AI)
- Tax Parcel

Date: 8/8/2023



HISTORICAL
RESEARCH
ASSOCIATES, INC.

Coord/Projection
**NAD 1983 UTM Zone 10N
Transverse Mercator**

Datum

NAD83

Scale

1:8,000

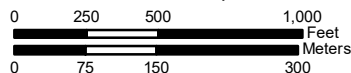
Township/Range

T20N R03E

Quadrangle

Tacoma South, WA

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



Appendix B

South Tacoma Plans - Preliminary

SOUND TRANSIT - SOUNDER TRAIN

CONCEPTUAL ENGINEERING PLANS

SOUTH TACOMA STATION IMPROVEMENTS

(PHASE 2)

JUNE 2023





Xrefs:
ST=TB22x34

INDEX OF DRAWINGS

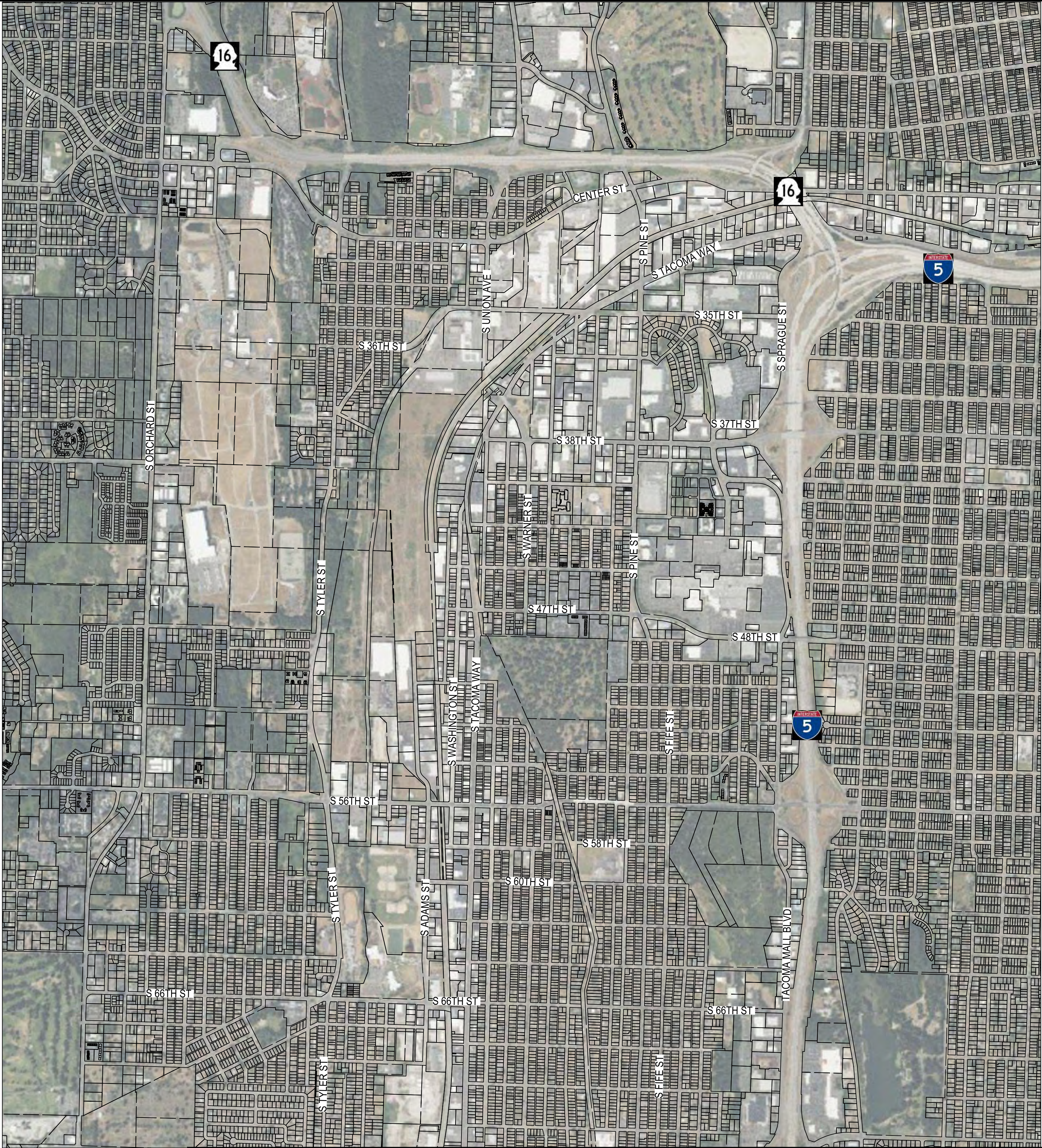
SHEET NO.	DWG. NO.	TITLE	SHEET NO.	DWG. NO.	TITLE
GENERAL DRAWINGS			<div>DRAFT PRINT</div>		
1	G1-GZI001	CIVIL - COVER SHEET			
2	G1-GZI002	CIVIL - SHEET INDEX			
3	G1-GZI003	CIVIL - LOCATION MAP			
4	G1-GXN001	CIVIL - PROJECT SHEET LAYOUT INDEX			
5	G1-GZN001	CIVIL - LEGEND			
CIVIL					
6	052-CRP001	CIVIL - S 58TH ST			
7	052-CRP002	CIVIL - S 58TH ST			
8	052-CRP003	CIVIL - S 60TH ST			
9	052-CRP004	CIVIL - S 60TH ST			
10	052-CRP005	CIVIL - S 60TH ST			
11	052-CRP006	CIVIL - S PUGET SOUND AVE			
12	052-CRP007	CIVIL - S 56TH ST BICYCLE PATHWAY			
13	052-CRP008	CIVIL - S 56TH ST BICYCLE PATHWAY			
14	052-CRP009	CIVIL - S ADAMS ST			
15	052-CRP010	CIVIL - S ADAMS ST			
16	052-CRP011	CIVIL - S ADAMS ST			
17	052-CRP012	CIVIL - S ADAMS ST			
18	052-CRP013	CIVIL - ADDITIONAL PARKING			
19	052-CRP014	CIVIL - STATION ACCESS IMPROVEMENTS			
20	052-CRP015	CIVIL - STATION AREA CURB RAMP AND SIDEWALK IMPROVEMENTS			
21	052-CRP016	CIVIL - BIKE DETENTION, LPI & STREET LIGHTING IMPROVEMENTS			
22	052-CRP017	CIVIL - TRANSIT SIGNAL PRIORITY			
23	052-CRP018	CIVIL - S FIFE ST			
24	052-CRP019	CIVIL - S FIFE ST			
25	052-CRP020	CIVIL - S FIFE ST			
26	052-CRP021	CIVIL - S FIFE ST			
27	052-CRP022	CIVIL - S FIFE ST			
28	052-CRP023	CIVIL - S FIFE ST AND S SPRAGUE AVE			
29	052-CRP024	CIVIL - S SPRAGUE AVE			
30	052-CRP025	CIVIL - S SPRAGUE AVE			
31	052-CRP026	CIVIL - S 35TH ST			
32	052-CRP027	CIVIL - S 35TH ST			
33	052-CRP028	CIVIL - S PINE ST			
34	052-CRP029	CIVIL - S PINE ST			
35	052-CRP030	CIVIL - S PINE ST			
36	052-CRP031	CIVIL - S PINE ST			
37	052-CRP032	CIVIL - S 66TH ST			
38	052-CRP033	CIVIL - S 66TH ST			
39	052-CRP034	CIVIL - S 66TH ST			
40	052-CRP035	CIVIL - S 66TH ST			
41	052-CRP036	CIVIL - S WASHINGTON ST			
42	052-CRP037	CIVIL - S UNION AVE AND S 45TH ST			
42	052-CRP038	CIVIL - S TYLER ST			
44	052-CRP039	CIVIL - S TYLER ST			
45	052-CRP040	CIVIL - S TYLER ST			
46	052-CRP041	CIVIL - S TYLER ST			
47	052-CRP042	CIVIL - S TYLER ST			
48	052-CRP043	CIVIL - S TYLER ST			
49	052-CRP044	CIVIL - S TYLER ST			
50	052-CRP045	CIVIL - S TYLER ST			
51	052-CRP046	CIVIL - SERA SHARED PARKING FACILITY			
52	CRP-101	CIVIL - 60TH STREET IMPROVEMENTS			
53	CRP-103	CIVIL - 56TH STREET IMPROVEMENTS			

DRAFT
PRINT

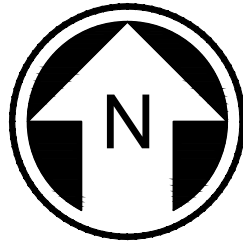
AHJ: LIST AHJS						PACKAGE # ### DESCRIPTION									
	<div>Parametrix</div> <div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div> <div></div>		<div></div> <div>DAVID EVANS AND ASSOCIATES INC.</div> <div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div>		<div>LINE IS 1" AT FULL SCALE</div>	<div></div> <div>SOUNDTRANSIT</div>	SCALE: 1"=40'		<div>SOUTH TACOMA STATION IMPROVEMENTS</div> <div>PHASE 2</div> <div>CIVIL SHEET INDEX CITY OF TACOMA</div>			DRAWING No.:			
							FILENAME: STRA-STD-GZI002					G1-GZI002			
							CONTRACT No.: RTA/LR D					FACILITY ID:			
	SUBMITTED BY: T. GONZALES		DATE: 6/15/2023		REVIEWED BY: K. YOUSSEF		DATE: H		X##			SHEET No.:		REV:	
							06/15/2023		#			----			



Xrefs:
Parcels_Tacoma
ST-TB22x34
xSTRA-10-CRP100
xSTRA-20-CRP200
xSTRA-30-CRP300
xSTRA-50-CRP500
xSTRA-40-CRP400

06/15/23 | 2:35 PM | WILLIBRE
U:\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989\SVCS\CADD\DWG\STRA-STD-GZI003.DWG



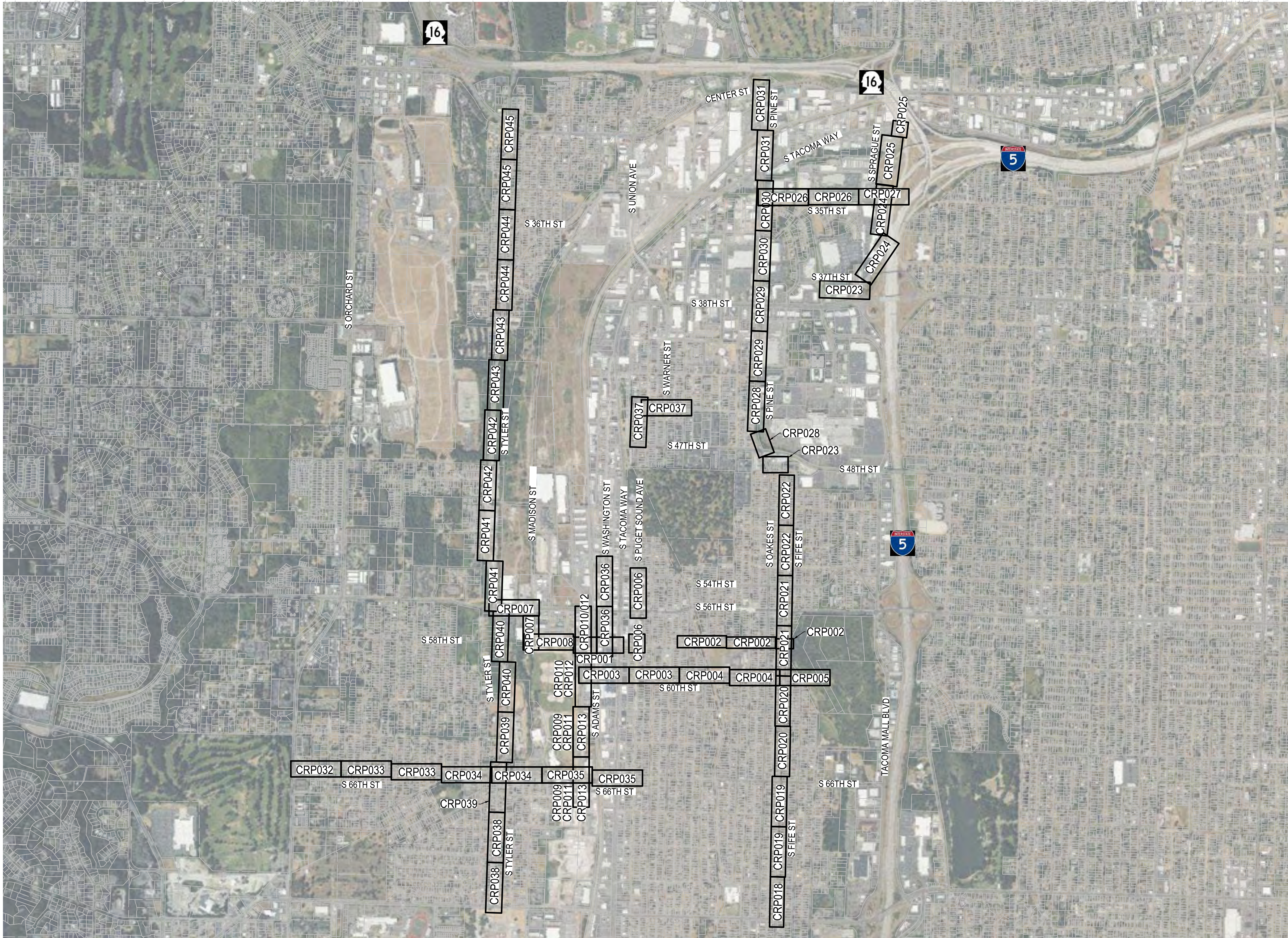
DRAFT
PRINT



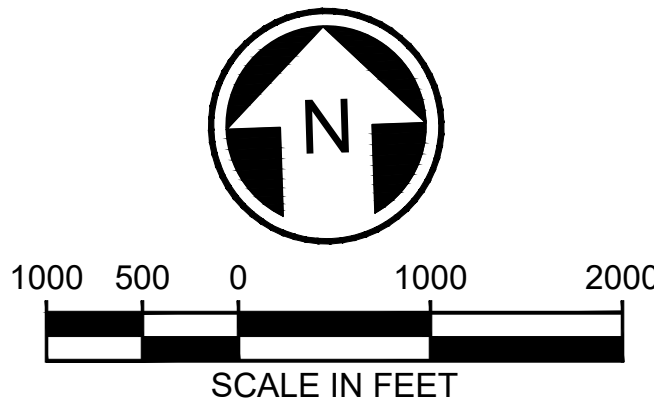
AHJ: LIST AHJS						PACKAGE # ### DESCRIPTION	
	<div>Parametrix</div> <div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div> <div></div>	<div></div> <div>DAVID EVANS AND ASSOCIATES INC.</div> <div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div>	<div>LINE IS 1" AT FULL SCALE</div>	<div></div> <div>SOUNDTRANSIT</div>	SCALE: 1"=40'	<div>SOUTH TACOMA STATION IMPROVEMENTS</div> <div>PHASE 2</div> <div>CIVIL LOCATION MAP TACOMA</div>	DRAWING No.: G1-GZI003
					FILENAME: STRA-STD-GZI003		FACILITY ID: X##
					CONTRACT No.: RTA/LR D		SHEET No.: #
					DATE: 06/08/2023		REV: ----
	SUBMITTED BY: E	DATE: F	REVIEWED BY: G	DATE: H			

Xrefs:
ST-TB22x34
XSTRA-VRX001

06/16/23 | 5:03 PM | WILLIBRE
U:\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\99SVCS\CADD\DWG\STRA-STD-GXN001.DWG



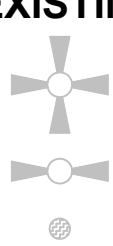











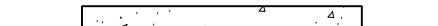






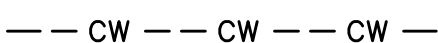
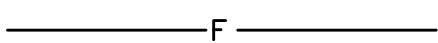
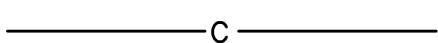
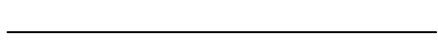




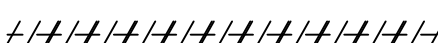
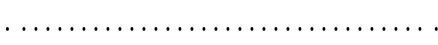



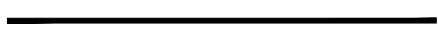












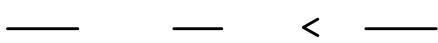







DRAFT
PRINT















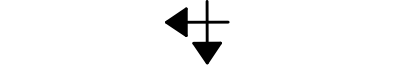















































AHJ: LIST AHJS						PACKAGE # ### DESCRIPTION								
	<div>Parametrix</div> <div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div> <div></div>		<div><div>DE</div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div>		<div>LINE IS 1" AT FULL SCALE</div>	<div><div>TS</div><div>SOUNDTRANSIT</div></div>	SCALE: 1"=40'		<div>SOUTH TACOMA STATION IMPROVEMENTS</div> <div>PHASE 2</div> <div>CIVIL</div> <div>SHEET PROJECT LAYOUT INDEX</div> <div>CITY OF TACOMA</div>				DRAWING No.: <div>G1-GXN001</div>	
							FILENAME: STRA-STD-GXN001						FACILITY ID: <div>X##</div>	
							CONTRACT No.: RTA/LR D						SHEET No.: REV:	
	SUBMITTED BY: T. GONZALES		DATE: 6/12/2023		REVIEWED BY: K. YOUSSEF		DATE: H		06/12/2023		# ----			

Xrefs:
ST=TB22x34

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		SECTION CORNER
		QUARTER SECTION CORNER
		MONUMENT FOUND AS NOTED
		CITY JURISDICTIONAL BOUNDARY
		RIGHT-OF-WAY
		WSDOT LIMITED ACCESS RIGHT-OF-WAY
		PARCEL LINE
		PERMANENT EASEMENT
		TEMPORARY CONSTRUCTION EASEMENT (TCE)
		CONCRETE
		HMA OVERLAY AND FULL DEPTH PAVING
		FILL RETAINING WALL (BACK OF SIDEWALK)
		FILL RETAINING WALL (UNDER SIDEWALK)
		CUT RETAINING WALL (BACK OF SIDEWALK)
		CUT RETAINING WALL (UNDER SIDEWALK)
		FILL LIMITS
		CUT LIMITS
		SAWCUT
		ADA RAMP DETECTABLE WARNING
		LANDSCAPING
		FILTER FABRIC FENCE
		HIGH VISIBILITY FENCE
		INLET PROTECTION
		CHECK DAM
		REMOVE EX. FEATURE
		CLEARING LIMITS
		REMOVE EXISTING CURB & GUTTER
		REMOVE EXISTING CURB
		REMOVE EXISTING HMA
		REMOVE EXISTING CONCRETE
		REMOVE EXISTING TREE
		MONITORING WELL
		SIGN
		DECIDUOUS TREE
		CONIFEROUS TREE
		BOLLARD
		STORM DRAIN PIPE
		DITCH
		CATCH BASIN TYPE 1 / CONCRETE INLET
		CATCH BASIN / MANHOLE TYPE 2
		UNDERDRAIN PIPE
		CLEANOUT
		YARD DRAIN
		RIP RAP
		FILTERRA UNIT




LEGEND (CONTINUED)

EXISTING	PROPOSED	DESCRIPTION
		SANITARY SEWER LINE
		SEWER CLEANOUT
		SANITARY SEWER MANHOLE
		WATER LINE
		WATER BLOWOFF VALVE
		POST INDICATOR VALVE
		WATER METER
		WATER VAULT
		WATER MANHOLE
		WATER VALVE
		FIRE HYDRANT
		TRAFFIC SIGNAL POLE
		TRAFFIC SIGNAL POLE AND LUMINAIRE
		EVP SENSOR
		VEHICLE SIGNAL HEAD
		VEHICLE SIGNAL WITH TURN ARROW
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSH BUTTON POLE
		PEDESTRIAN PUSH BUTTON
		JUNCTION BOX (TYPE 1, TYPE 2, TYPE 8)
		CONDUIT
		ELECTRICAL SERVICE CABINET
		SIGNAL CONTROLLER CABINET
		UNINTERRUPTIBLE POWER SYSTEM
		MAST ARM MOUNTED SIGN
		TRAFFIC CAMERA
		POWER UNDERGROUND LINE
		POWER OVERHEAD LINE
		LUMINAIRE
		STREETLIGHT JUNCTION BOX
		HANDHOLE
		ELECTRICAL VAULT
		ELECTRICAL MANHOLE
		ELECTRIC JUNCTION BOX
		ELECTRICAL TRANSFORMER
		UTILITY POLE
		GUY ANCHOR
		FIBER OPTIC
		FIBER OPTIC VAULT
		GAS UNDERGROUND LINE
		TELEPHONE UNDERGROUND LINE
		TELEPHONE RISER
		IRRIGATION CONTROL VALVE

DRAFT
PRINT

AHJ: LIST AHJS						PACKAGE #	### DESCRIPTION		
----	----	----	----	----	-----	SCALE:	SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL LEGEND CITY OF TACOMA		
----	----	----	----	----	-----	1"=40'			
----	----	----	----	----	-----	FILENAME:			
----	----	----	----	----	-----	STRA-STD-GZN001			
----	----	----	----	----	-----	CONTRACT No.:			
----	----	----	----	----	-----	RTA/LR D			
----	----	----	----	----	-----	DATE:			
----	----	----	----	----	-----	06/08/2023			

DESIGNED BY:	B. WILLIAMS	
DRAWN BY:	B.WILLIAMS	
CHECKED BY:	R. PARKER	
APPROVED BY:	B. AGAN	

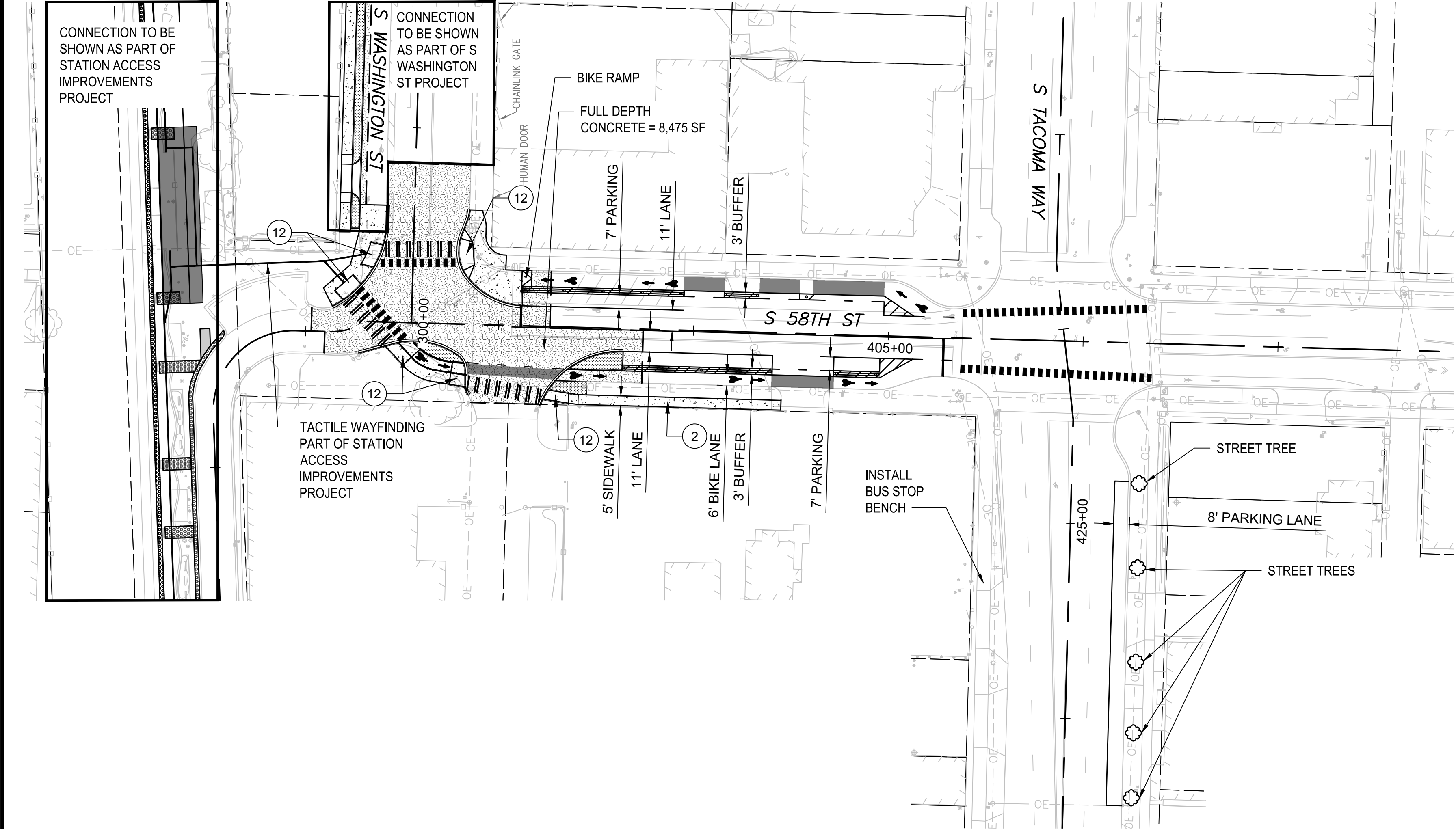
			
SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
T. GONZALES	6/8/2023	K. YOUSSEF	H

DRAWING No.:	G1-GZN001	
FACILITY ID:	X##	
SHEET No.:	#	REV: ----

Xrefs:
xSTRA-VRX001
ST-TB22x34
xSTRA-10-CRP100
xSTRA-VOP002
xSTRA-VOP001
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-VCN001
xSTRA-20-CRP200

06/16/23 | 7:44 AM | WILLIBRE
U:\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989SVCS\CADD\DWG\STRA-10-CRP001-10.DWG

SEE DWG 052-CRP036



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

RESTORATION CEMENT CONC PVMT

LANDSCAPING

CEMENT CONC SIDEWALK

CEMENT CONC. TRAFFIC CURB AND GUTTER

PLASTIC LINE

SAWCUT

TEMPORARY EASEMENT

PLASTIC STOP LINE

PLASTIC CROSSWALK

PLASTIC SHARROW SYMBOL

PLASTIC BIKE LANE SYMBOL

GREEN BIKEWAY MARKING

BIKE LANE BUFFER MARKING

PROTECTED BIKEWAY PLASTIC CURBING
WITH DELINEATOR

DELINEATOR

PLASTIC BIKE CROSSING

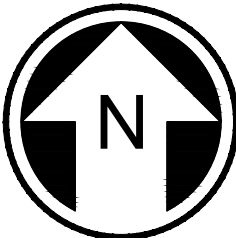
SINGLE DASH LINE BIKE LANE STRIPING

HMA SPEED HUMP AND
SPEED HUMP SYMBOL

LOW PROFILE PLASTIC CURBING

LOW PROFILE PLASTIC CURBING WITH
DELINEATORS

DRAFT
PRINT

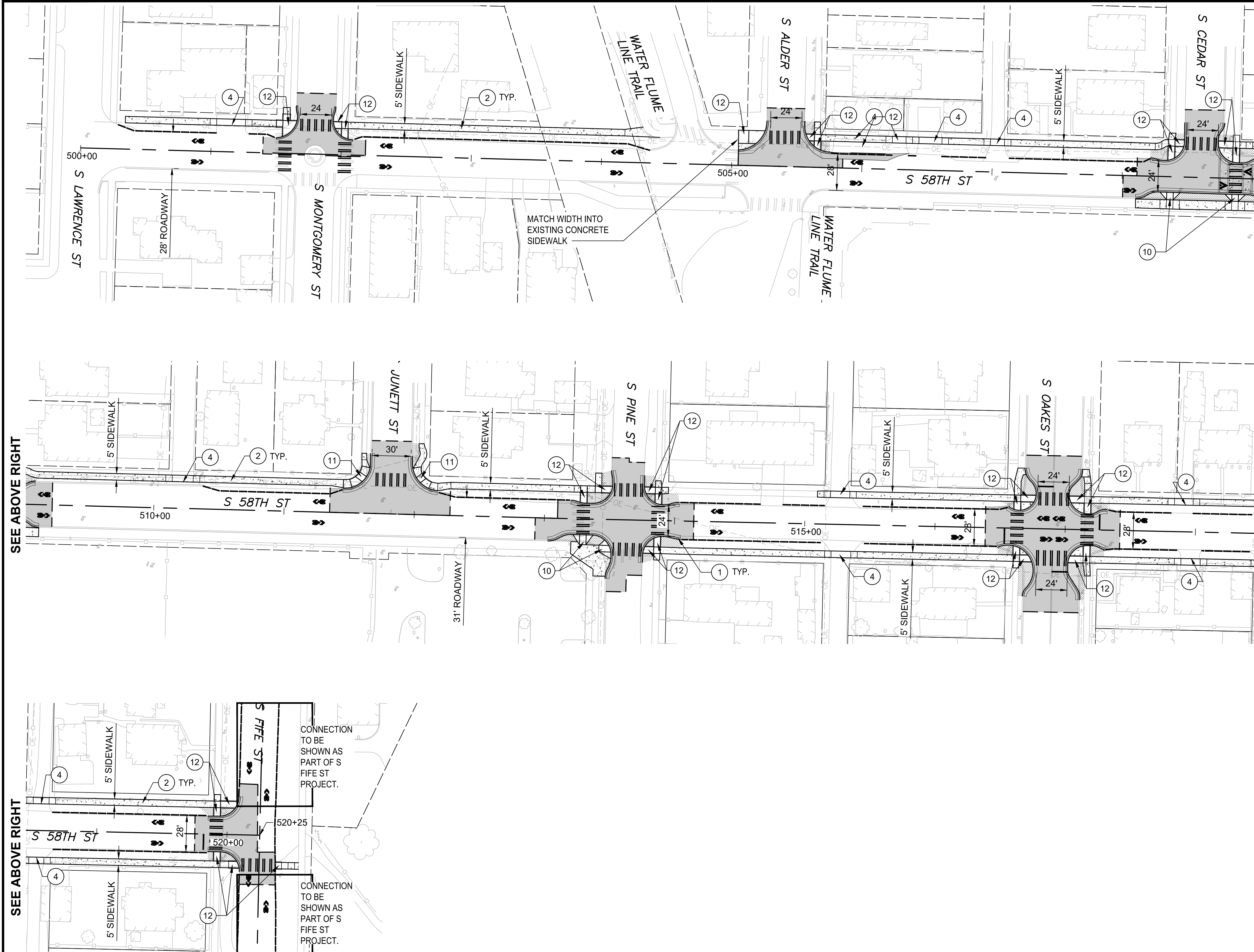


AHJ: #####						PACKAGE # #####					
<div>DESIGNED BY: J. CROFOOT</div> <div>DRAWN BY: B. WILLIAMS</div> <div>CHECKED BY: R. PARKER</div> <div>APPROVED BY: B. AGAN</div>						<div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div> <div>LINE IS 1" AT FULL SCALE</div> <div><div>SOUNDTRANSIT</div></div>					
<div>SUBMITTED BY: T. GONZALES</div> <div>DATE: 6/15/2023</div> <div>REVIEWED BY: K. YOUSSEF</div> <div>DATE: #</div>						<div>SCALE: 1"=40'</div> <div>FILENAME: STRA-10-CRP001-10</div> <div>CONTRACT No.: RTA/LR #</div> <div>DATE: 06/15/2023</div>					
						<div><div>SOUTH TACOMA STATION IMPROVEMENTS</div><div>PHASE 2</div><div>CIVIL S 58TH ST CITY OF TACOMA</div></div>					
						<div>DRAWING No.: 052-CRP001</div> <div>FACILITY ID: ###</div> <div>SHEET No.: #</div> <div>REV: ####</div>					

No.	DATE	DSN	CHK	APP	REVISION

Xrefs:
xSTRA--VRX001
xSTRA--40--CRP400
ST--1822x34
xSTRA--VOP001
xSTRA--VOP002
xSTRA--VOP003
xSTRA--VOP004
xSTRA--VSF001
STRA--GEN--SHTNOTES
xSTRA--30--CRP300
xSTRA--50--CRP500
xSTRA--10--CRP100
xSTRA--20--CRP200

06/16/23 | 7:49 AM | WILLIBRE
U:\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989SVCS\CADD\DWG\STRA-40-CRP033-42.DWG



CONSTRUCTION NOTES:

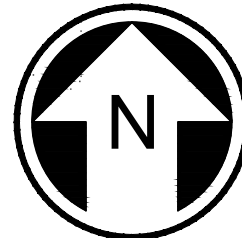
1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

- 2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED
- RESTORATION CEMENT CONC PVMT
- LANDSCAPING
- CEMENT CONC SIDEWALK
- CEMENT CONC. TRAFFIC CURB AND GUTTER
- PLASTIC LINE
- SAWCUT
- TEMPORARY EASEMENT
- PLASTIC STOP LINE
- PLASTIC CROSSWALK
- PLASTIC SHARROW SYMBOL
- PLASTIC BIKE LANE SYMBOL
- GREEN BIKEWAY MARKING
- BIKE LANE BUFFER MARKING
- PROTECTED BIKEWAY PLASTIC CURBING
WITH DELINEATOR
- DELINEATOR
- PLASTIC BIKE CROSSING
- SINGLE DASH LINE BIKE LANE STRIPING
- HMA SPEED HUMP AND
SPEED HUMP SYMBOL
- LOW PROFILE PLASTIC CURBING
- LOW PROFILE PLASTIC CURBING WITH
DELINEATORS



DRAFT
PRINT

AHJ: #####					PACKAGE # #####						
	<div>Parametrix</div> <div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div> <div></div>		<div><div>DE</div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div>	<div>LINE IS " AT FULL SCALE</div>	<div><div>ST</div><div>SOUNDTRANSIT</div></div>	SCALE: 1"=40'	<div>SOUTH TACOMA STATION IMPROVEMENTS</div> <div>PHASE 2</div> <div>CIVIL S 58TH ST CITY OF TACOMA</div>			DRAWING No.: 052-CRP002	
						FILENAME: STRA-40-CRP033-42				FACILITY ID: ###	
						CONTRACT No.: RTA/LR #				SHEET No.: REV:	
	DATE: 06/14/2023	# ###									
SUBMITTED BY: T. GONZALES		DATE: 6/14/2023	REVIEWED BY: K. YOUSSEF		DATE: #						

Parametrix
ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES

DAVID EVANS
AND ASSOCIATES INC.
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

LINE IS 1" AT
FULL SCALE



SUBMITTED BY:
T. GONZALES

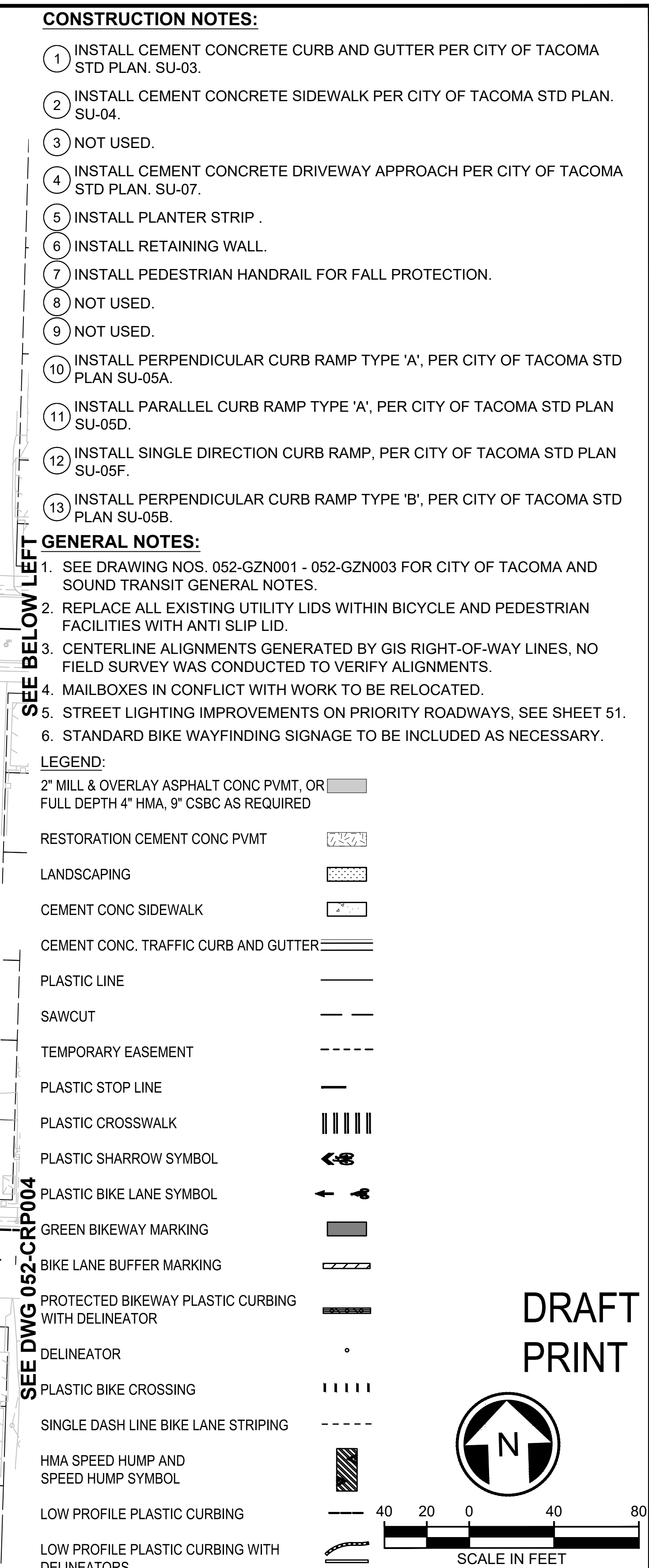
DATE:
6/14/2023

REVIEWED BY:
K. YOUSSEF

DATE:
#

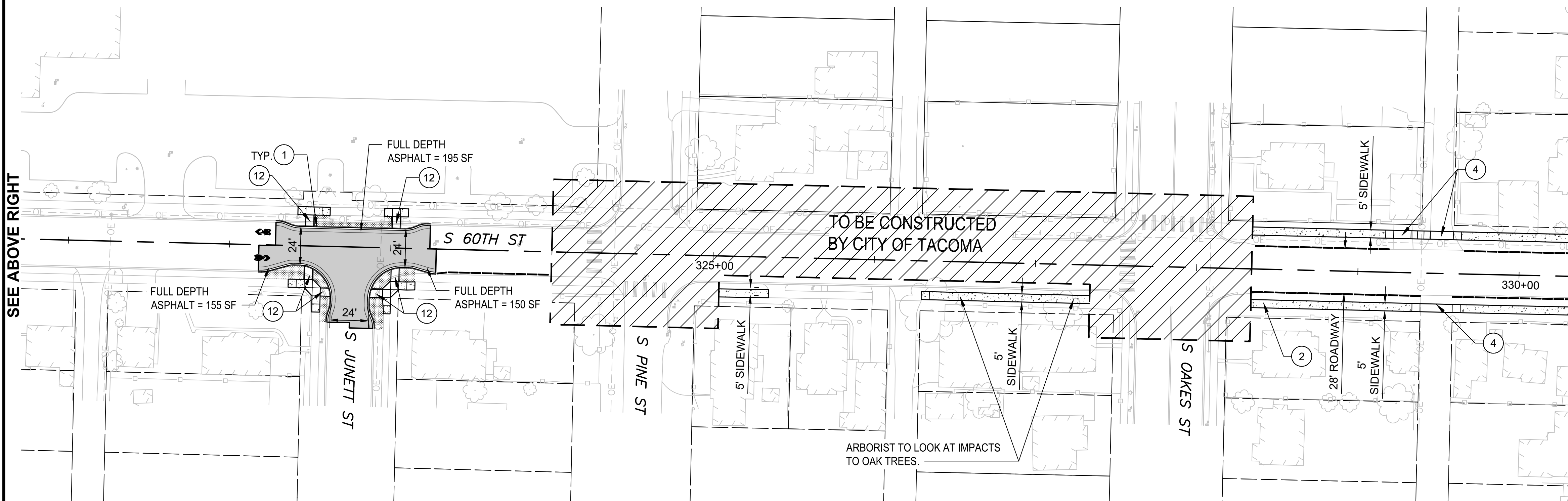
DATE:
06/14/2023

06/16/23 | 7:50 AM | WILLIBRE
UNIPROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTHCOMASTATIONPH02\99SVCS\CADD\DWG\STRA-40-CRP033-42.DWG



										AHJ: #####										PACKAGE # #####										DRAWING No.: 052-CRP003																																							
										DESIGNED BY: J. CROFOOT										<div><div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div><div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div><div><div>SUBMITTED BY: T. GONZALES</div><div>DATE: 6/14/2023</div></div><div><div>REVIEWED BY: K. YOUSSEF</div><div>DATE: #</div></div></div>										<div><div>SCALE: 1"=40'</div><div>FILENAME: STRA-40-CRP033-42</div><div>CONTRACT No.: RTA/LR #</div><div>DATE: 06/14/2023</div></div>										<div><div>SOUTH TACOMA STATION IMPROVEMENTS</div><div>PHASE 2</div><div>CIVIL</div><div>S 60TH ST</div><div>CITY OF TACOMA</div></div>										FACILITY ID: ###																			
										DRAWN BY: B. WILLIAMS																																								SHEET No.: #										REV: #####									
										CHECKED BY: R. PARKER																																																											
										APPROVED BY: B. AGAN																																																											
No.	DATE	DSN	CHK	APP	REVISION																																																																

06/16/23 | 7:51 AM | WILLIBRE
 U:\PROJECTS\CLIENTS\3012-052 SOUTHACOMASTATIONPH02\99SVCS\CADD\DWG\STRA-40-CRP033-42.DWG



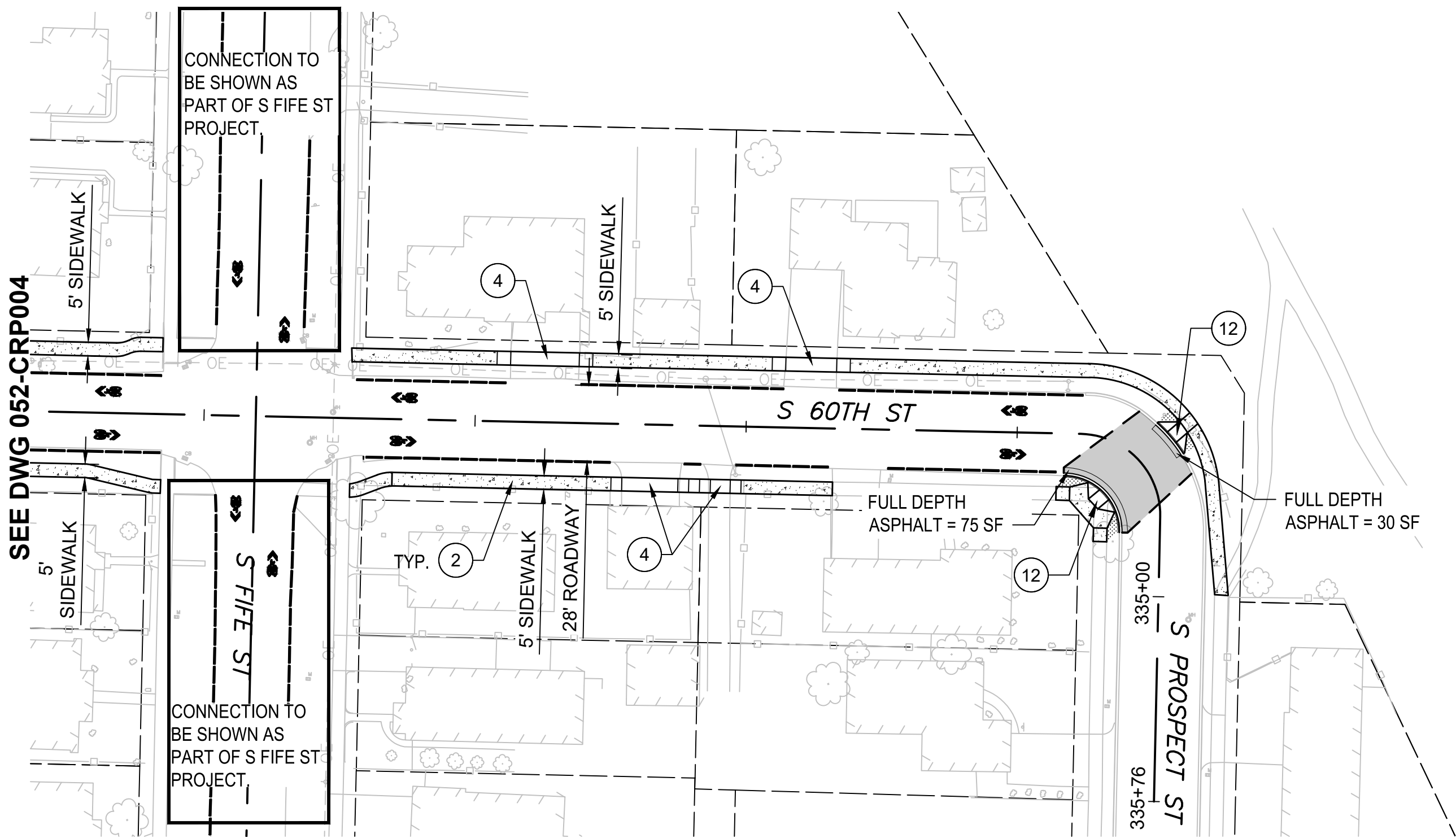
SCALE IN FEET

DRAFT
PRINT

[illegible]

Xrefs:
xSTRA-VRX001
xSTRA-40-CRP400
ST-1822x34
xSTRA-VOP001
xSTRA-VOP002
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-30-CRP300
xSTRA-50-CRP500
xSTRA-10-CRP100
xSTRA-20-CRP200

06/16/23 | 7:52 AM | WILLIBRE
U:\PO\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989\SVCS\CADD\DWG\STRA-40-CRP033-42.DWG



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

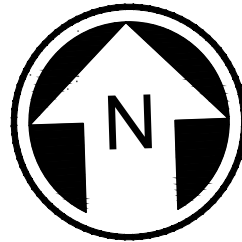
1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

RESTORATION CEMENT CONC PVMT	
LANDSCAPING	
CEMENT CONC SIDEWALK	
CEMENT CONC. TRAFFIC CURB AND GUTTER	
PLASTIC LINE	
SAWCUT	
TEMPORARY EASEMENT	
PLASTIC STOP LINE	
PLASTIC CROSSWALK	
PLASTIC SHARROW SYMBOL	
PLASTIC BIKE LANE SYMBOL	
GREEN BIKEWAY MARKING	
BIKE LANE BUFFER MARKING	
PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR	
DELINEATOR	
PLASTIC BIKE CROSSING	
SINGLE DASH LINE BIKE LANE STRIPING	
HMA SPEED HUMP AND SPEED HUMP SYMBOL	
LOW PROFILE PLASTIC CURBING	
LOW PROFILE PLASTIC CURBING WITH DELINEATORS	

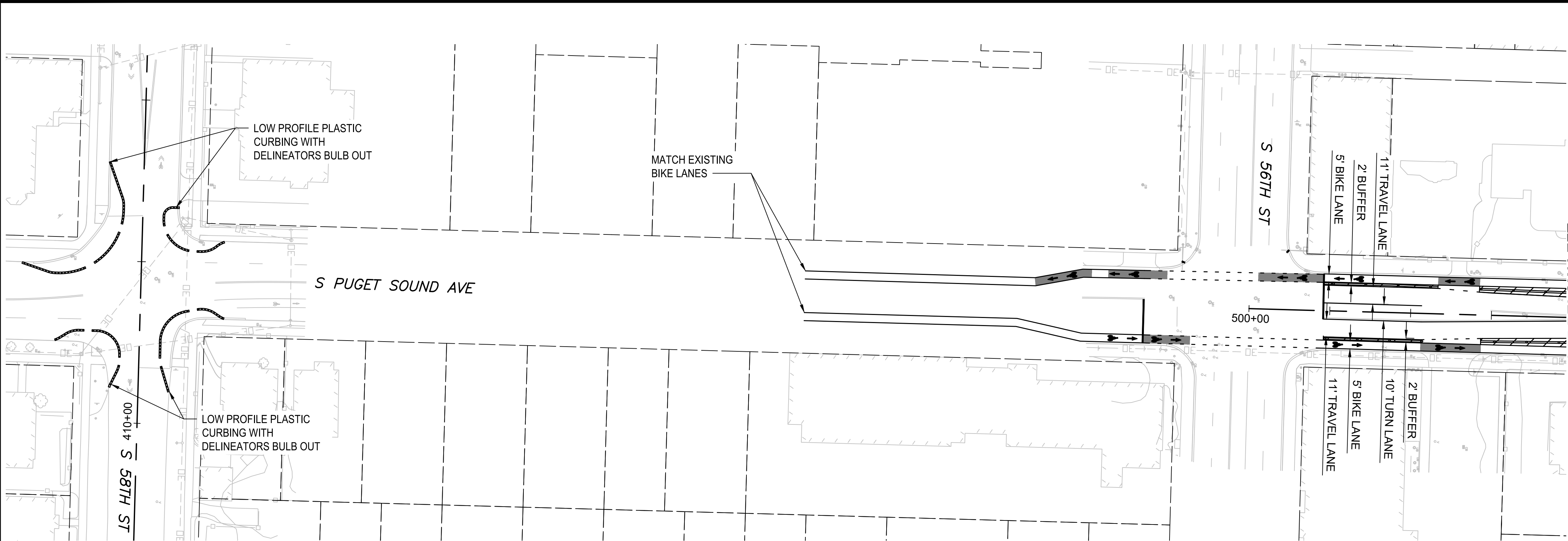
DRAFT
PRINT



AHJ: #####					PACKAGE # #####					
<div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div>	<div><div><div>DE</div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div></div>		<div>LINE IS "1" AT FULL SCALE</div>	<div><div>ST</div><div>SOUNDTRANSIT</div></div>	SCALE: 1"=40'	<div>SOUTH TACOMA STATION IMPROVEMENTS</div> <div>PHASE 2</div> <div>CIVIL S 60TH ST CITY OF TACOMA</div>			DRAWING No.: 052-CRP005	
					FILENAME: STRA-40-CRP033-42				FACILITY ID: ###	
					CONTRACT No.: RTA/LR #				SHEET No.: #	
					DATE: 06/14/2023				REV: ####	
SUBMITTED BY: T. GONZALES		DATE: 6/14/2023	REVIEWED BY: K. YOUSSEF		DATE: #					

Xrefs:
xSTRA-VRX001
ST-TB22x34
xSTRA-VSF001
xSTRA-SURF
xSTRA-VOP001
xSTRA-VOP003
xSTRA-VOP002
xSTRA-VOP004
xSTRA-50-CRP500
STRA-GEN-SHINOTES
xSTRA-40-CRP400
xSTRA-30-CRP300
xSTRA-10-CRP100
xSTRA-20-CRP200

06/16/23 | 7:57 AM | WILLIBRE
U:\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989SVCS\CADD\DWG\STRA-44-CRP043-48.DWG



- CONSTRUCTION NOTES:**
1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
 2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
 3. NOT USED.
 4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
 5. INSTALL PLANTER STRIP .
 6. INSTALL RETAINING WALL.
 7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
 8. NOT USED.
 9. NOT USED.
 10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
 11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
 12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
 13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

- GENERAL NOTES:**
1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
 2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
 3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
 4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
 5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
 6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

RESTORATION CEMENT CONC PVMT	
LANDSCAPING	
CEMENT CONC SIDEWALK	
CEMENT CONC. TRAFFIC CURB AND GUTTER	
PLASTIC LINE	
SAWCUT	
TEMPORARY EASEMENT	
PLASTIC STOP LINE	
PLASTIC CROSSWALK	
PLASTIC SHARROW SYMBOL	
PLASTIC BIKE LANE SYMBOL	
GREEN BIKEWAY MARKING	
BIKE LANE BUFFER MARKING	
PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR	
DELINEATOR	
PLASTIC BIKE CROSSING	
SINGLE DASH LINE BIKE LANE STRIPING	
HMA SPEED HUMP AND SPEED HUMP SYMBOL	
LOW PROFILE PLASTIC CURBING	
LOW PROFILE PLASTIC CURBING WITH DELINEATORS	

DRAFT PRINT

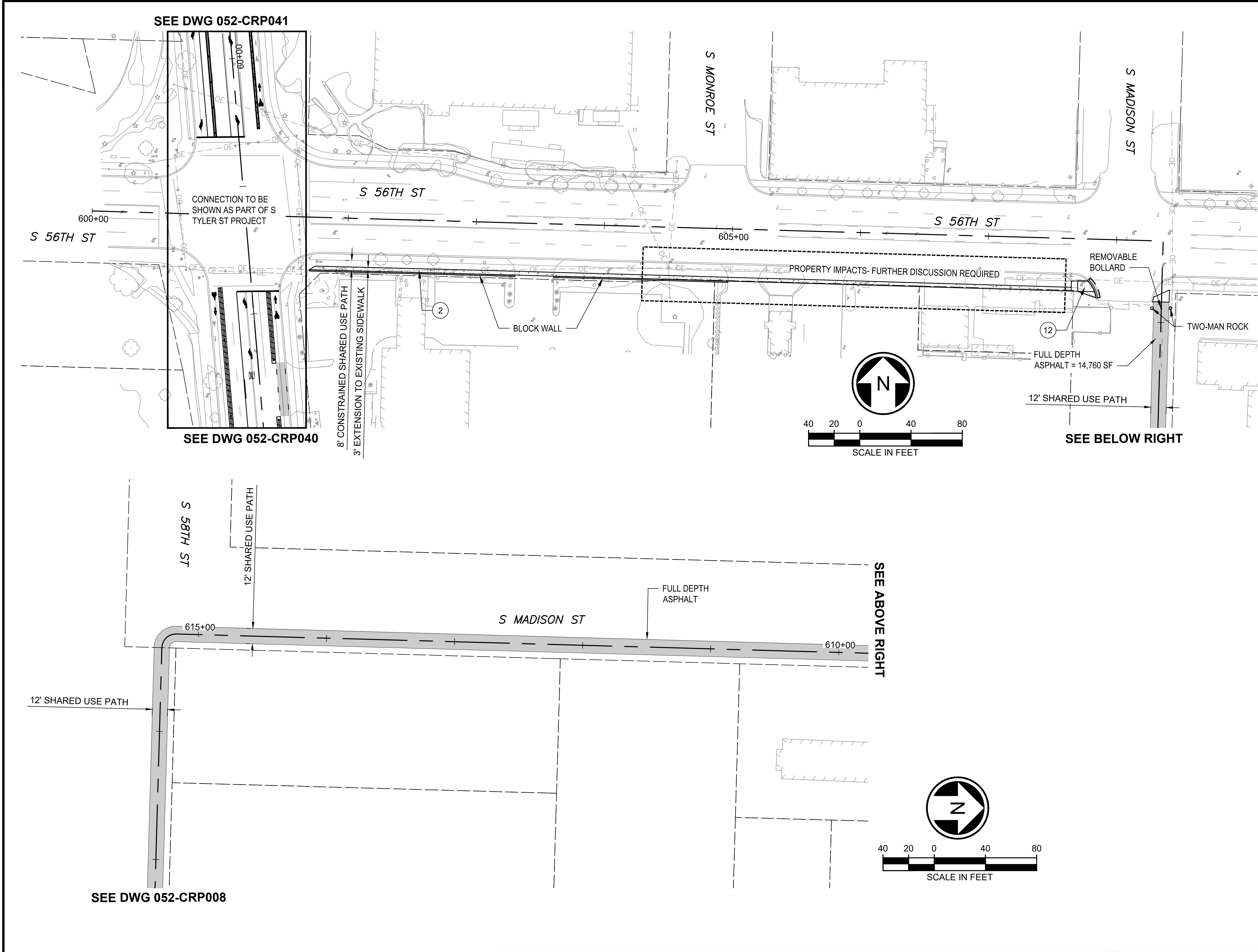
SCALE IN FEET



						AHJ: #####				PACKAGE # #####					
						DESIGNED BY: J. CROFOOT	<div><div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div><div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div></div>	<div>LINE IS 1" AT FULL SCALE</div>	<div><div>ST</div><div>SOUNDTRANSIT</div></div>	SCALE: 1"=40'	<div>SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S PUGET SOUND AVE CITY OF TACOMA</div>			DRAWING No.: 052-CRP006	
					FILENAME: STRA-44-CRP043-48	FACILITY ID: ###									
					CONTRACT No.: RTA/LR #	SHEET No.: REV:									
					DATE: #	# #####									
No.	DATE	DSN	CHK	APP	REVISION	APPROVED BY: B. AGAN	SUBMITTED BY: T. GONZALES	DATE: 6/14/2023	REVIEWED BY: K. YOUSSEF	DATE: #					

Xrefs:
xSTRA-VRX001
ST-TB22x34
xSTRA-10-CRP100
xSTRA-VOP002
xSTRA-VOP001
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-VCN001
xSTRA-20-CRP200

06/16/23 | 11:37 AM | CROFO.JOS
U:\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989\CS\CADD\DWG\STRA-10-CRP001-10.DWG



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

RESTORATION CEMENT CONC PVMT	
LANDSCAPING	
CEMENT CONC SIDEWALK	
CEMENT CONC. TRAFFIC CURB AND GUTTER	
PLASTIC LINE	
SAWCUT	
TEMPORARY EASEMENT	
PLASTIC STOP LINE	
PLASTIC CROSSWALK	
PLASTIC SHARROW SYMBOL	
PLASTIC BIKE LANE SYMBOL	
GREEN BIKEWAY MARKING	
BIKE LANE BUFFER MARKING	
PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR	
DELINEATOR	
PLASTIC BIKE CROSSING	
SINGLE DASH LINE BIKE LANE STRIPING	
HMA SPEED HUMP AND SPEED HUMP SYMBOL	
LOW PROFILE PLASTIC CURBING	
LOW PROFILE PLASTIC CURBING WITH DELINEATORS	

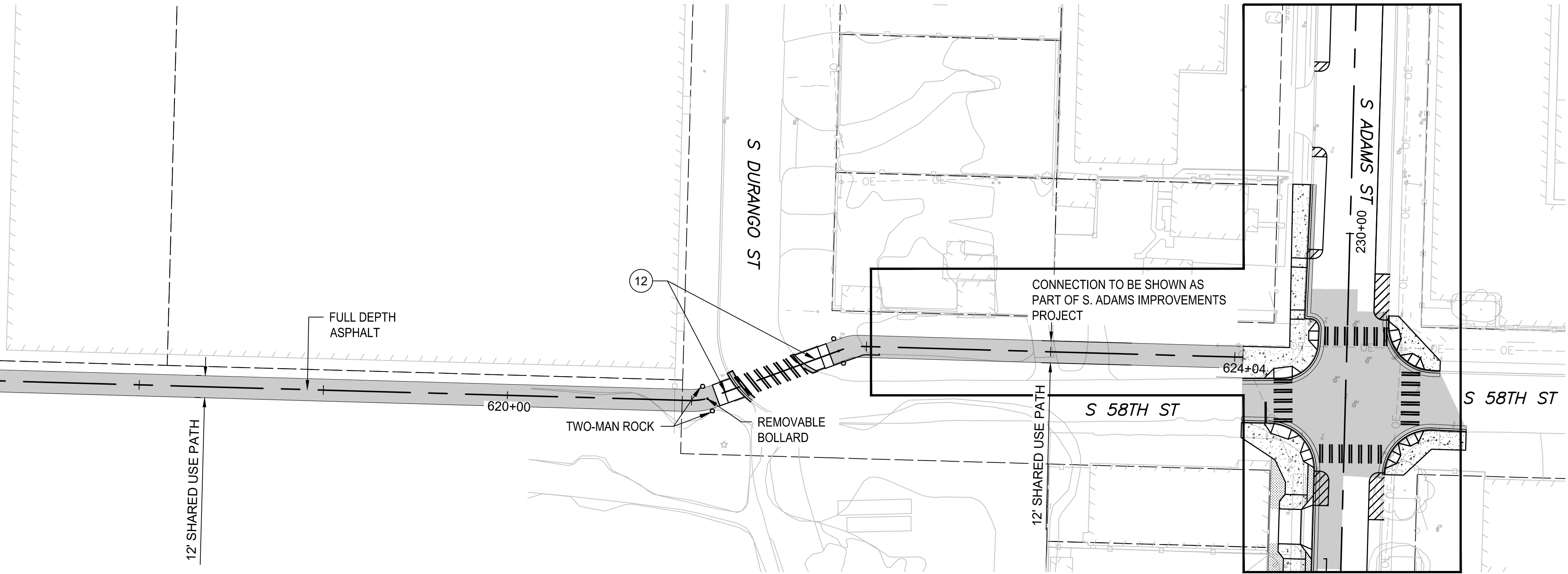
DRAFT
PRINT

						AHJ: #####						PACKAGE # #####											
						DESIGNED BY: J. CROFOOT		<div><div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div><div><div>DAVID EVANS ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div><div>LINE IS 1" AT FULL SCALE</div><div><div>SOUNDTRANSIT</div></div></div> <td colspan="2">SCALE: 1"=40'</td> <td colspan="4" rowspan="4"><div>SOUTH TACOMA STATION IMPROVEMENTS</div><div>PHASE 2</div><div>CIVIL</div><div>S 56TH ST BICYCLE PATHWAY</div><div>CITY OF TACOMA</div></td> <td colspan="2">DRAWING No.: 052-CRP007</td>				SCALE: 1"=40'		<div>SOUTH TACOMA STATION IMPROVEMENTS</div> <div>PHASE 2</div> <div>CIVIL</div> <div>S 56TH ST BICYCLE PATHWAY</div> <div>CITY OF TACOMA</div>				DRAWING No.: 052-CRP007					
						DRAWN BY: B. WILLIAMS						FILENAME: STRA-10-CRP001-10						FACILITY ID: ###					
						CHECKED BY: R. PARKER						CONTRACT No.: RTA/LR #						SHEET No.: #					
						APPROVED BY: B. AGAN						DATE: 06/16/2023						REV: ####					
No.	DATE	DSN	CHK	APP	REVISION	SUBMITTED BY: T. GONZALES			DATE: 6/16/2023			REVIEWED BY: K. YOUSSEF			DATE: #								

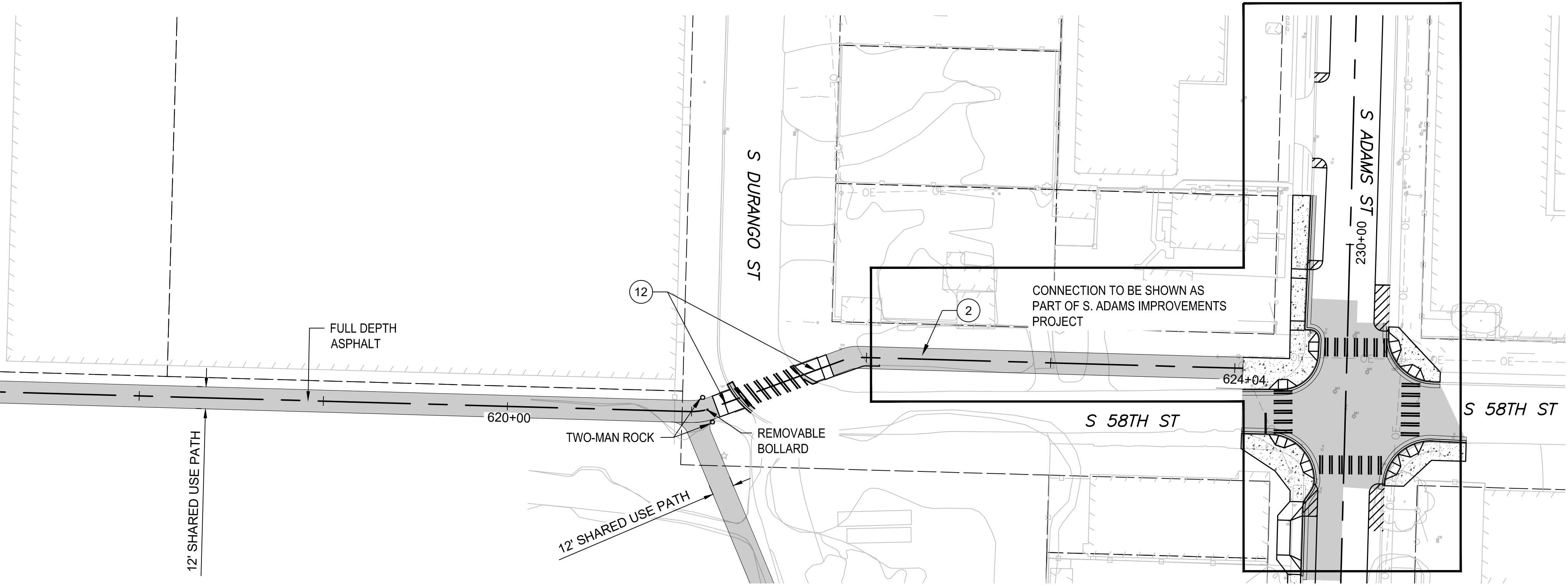
Xrefs:
xSTRA-VRX001
ST-TB22x34
xSTRA-10-CRP100
xSTRA-VOP002
xSTRA-VOP001
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-VCN001
xSTRA-20-CRP200

SEE DWG 052-CRP007

SEE DWG 052-CRP007



ALTERNATIVE A23a



ALTERNATIVE A23b

CONSTRUCTION NOTES:

- 1 INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
- 2 INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
- 3 NOT USED.
- 4 INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
- 5 INSTALL PLANTER STRIP .
- 6 INSTALL RETAINING WALL.
- 7 INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
- 8 NOT USED.
- 9 NOT USED.
- 10 INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
- 11 INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
- 12 INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
- 13 INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

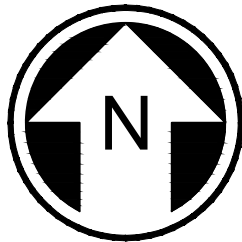
1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

- RESTORATION CEMENT CONC PVMT
- LANDSCAPING
- CEMENT CONC SIDEWALK
- CEMENT CONC. TRAFFIC CURB AND GUTTER
- PLASTIC LINE
- SAWCUT
- TEMPORARY EASEMENT
- PLASTIC STOP LINE
- PLASTIC CROSSWALK
- PLASTIC SHARROW SYMBOL
- PLASTIC BIKE LANE SYMBOL
- GREEN BIKEWAY MARKING
- BIKE LANE BUFFER MARKING
- PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR
- DELINEATOR
- PLASTIC BIKE CROSSING
- SINGLE DASH LINE BIKE LANE STRIPING
- HMA SPEED HUMP AND SPEED HUMP SYMBOL
- LOW PROFILE PLASTIC CURBING
- LOW PROFILE PLASTIC CURBING WITH DELINEATORS

DRAFT
PRINT



AHJ: #####					PACKAGE # #####					
<div><div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div></div>	<div><div><div><div></div></div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div></div>		<div><div>LINE IS 1" AT FULL SCALE</div></div>	<div><div><div></div></div><div>SOUNDTRANSIT</div></div>	SCALE: 1"=40'	<div><div>SOUTH TACOMA STATION IMPROVEMENTS</div><div>PHASE 2</div><div>CIVIL</div><div>S 56TH ST BICYCLE PATHWAY CITY OF TACOMA</div></div>			DRAWING No.: <div>052-CRP008</div>	
					FILENAME: STRA-10-CRP001-10				FACILITY ID: ###	
					CONTRACT No.: RTA/LR #				SHEET No.: #	
					DATE: 06/15/2023				REV: ####	
	SUBMITTED BY: T. GONZALES	DATE: 6/15/2023	REVIEWED BY: K. YOUSSEF	DATE: #						

Parametrix

ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES

DAVID EVANS AND ASSOCIATES INC.

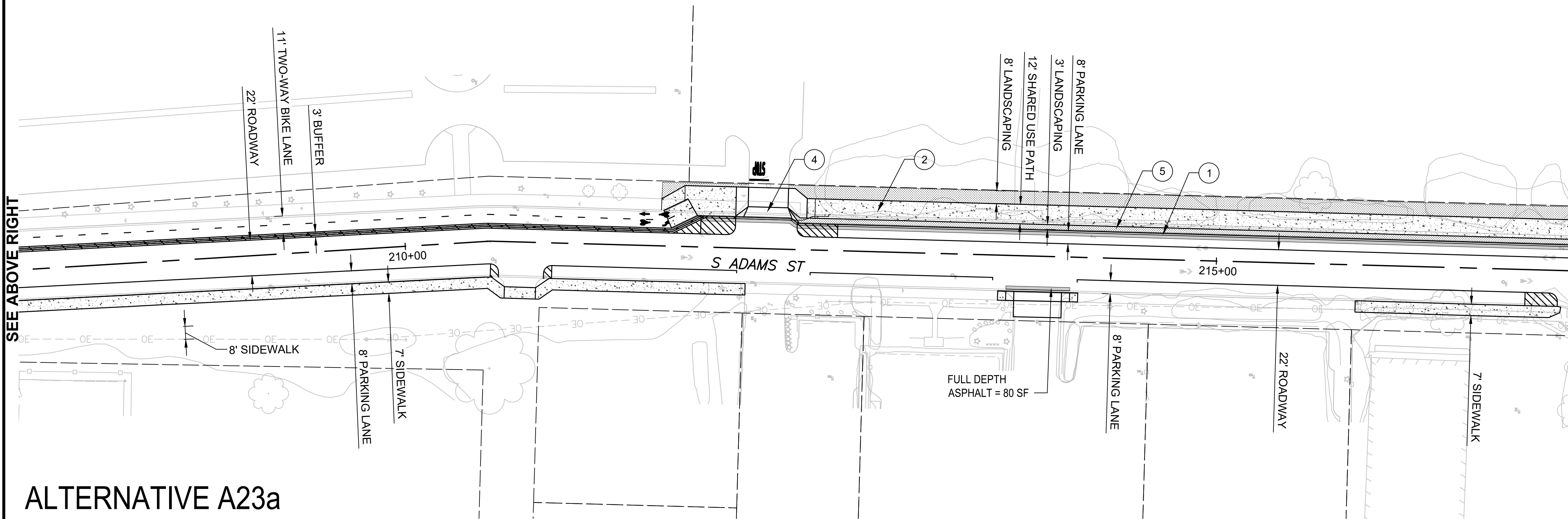
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

SOUNDTRANSIT

Xrefs:
xSTRA-VRX001
ST-TB22x34
xSTRA-20-CRP200
xSTRA-VOP001
xSTRA-VOP002
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-10-CRP100
xSTRA-40-CRP400

06/16/23 | 8:06 AM | WILLIBRE
U:\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989SVCS\CADD\DWG\STRA-20-CRP011-20.DWG

ALTERNATIVE A23a



ALTERNATIVE A23a

CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

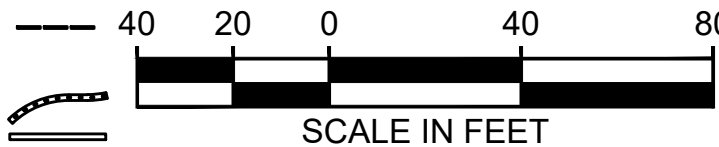
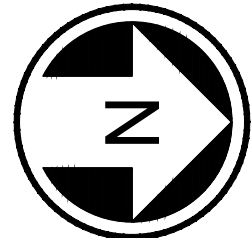
1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

RESTORATION CEMENT CONC PVMT	
LANDSCAPING	
CEMENT CONC SIDEWALK	
CEMENT CONC. TRAFFIC CURB AND GUTTER	
PLASTIC LINE	
SAWCUT	
TEMPORARY EASEMENT	
PLASTIC STOP LINE	
PLASTIC CROSSWALK	
PLASTIC SHARROW SYMBOL	
PLASTIC BIKE LANE SYMBOL	
GREEN BIKEWAY MARKING	
BIKE LANE BUFFER MARKING	
PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR	
DELINEATOR	
PLASTIC BIKE CROSSING	
SINGLE DASH LINE BIKE LANE STRIPING	
HMA SPEED HUMP AND SPEED HUMP SYMBOL	
LOW PROFILE PLASTIC CURBING	
LOW PROFILE PLASTIC CURBING WITH DELINEATORS	

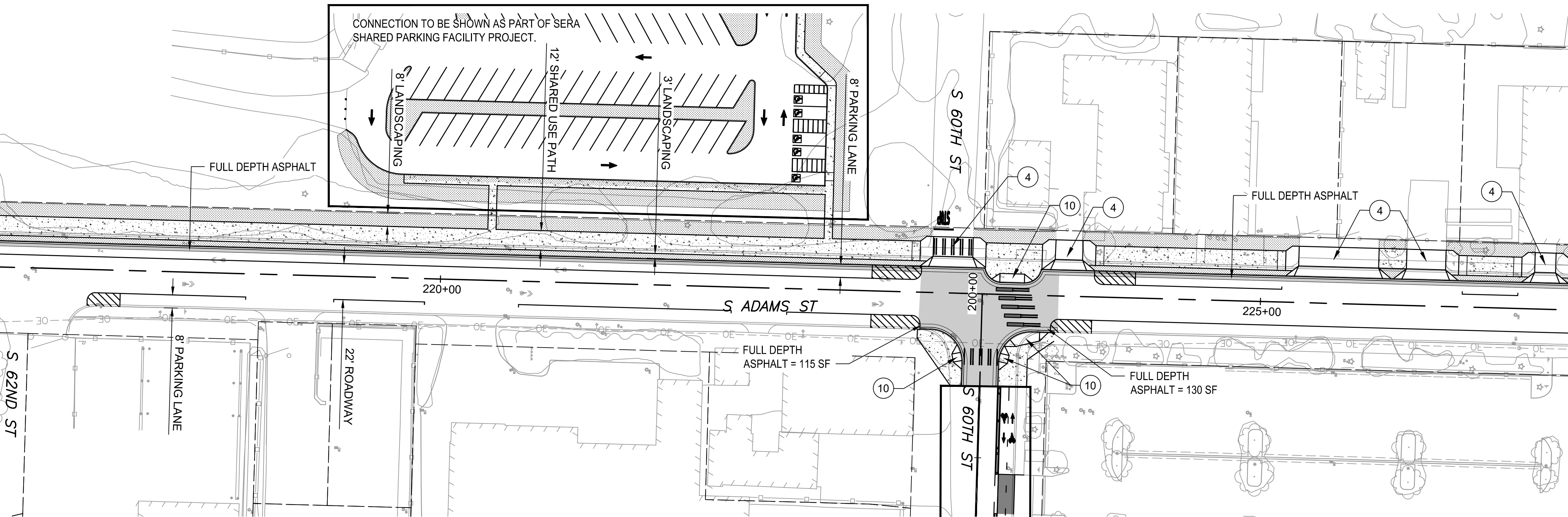
DRAFT
PRINT



AHJ: #####					PACKAGE # #####					
<div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div>	<div><div><div></div></div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div>		<div>LINE IS 1" AT FULL SCALE</div>	<div><div></div><div>SOUNDTRANSIT</div></div>	SCALE: 1"=40'	<div>SOUTH TACOMA STATION IMPROVEMENTS</div> <div>PHASE 2</div> <div>CIVIL S ADAMS ST CITY OF TACOMA</div>			DRAWING No.: 052-CRP009	
					FILENAME: STRA-20-CRP011-20				FACILITY ID: ###	
					CONTRACT No.: RTA/LR #				SHEET No.: #	
					DATE: 06/15/2023				REV: ####	
SUBMITTED BY: T. GONZALES		DATE: 6/15/2023	REVIEWED BY: K. YOUSSEF		DATE: #					

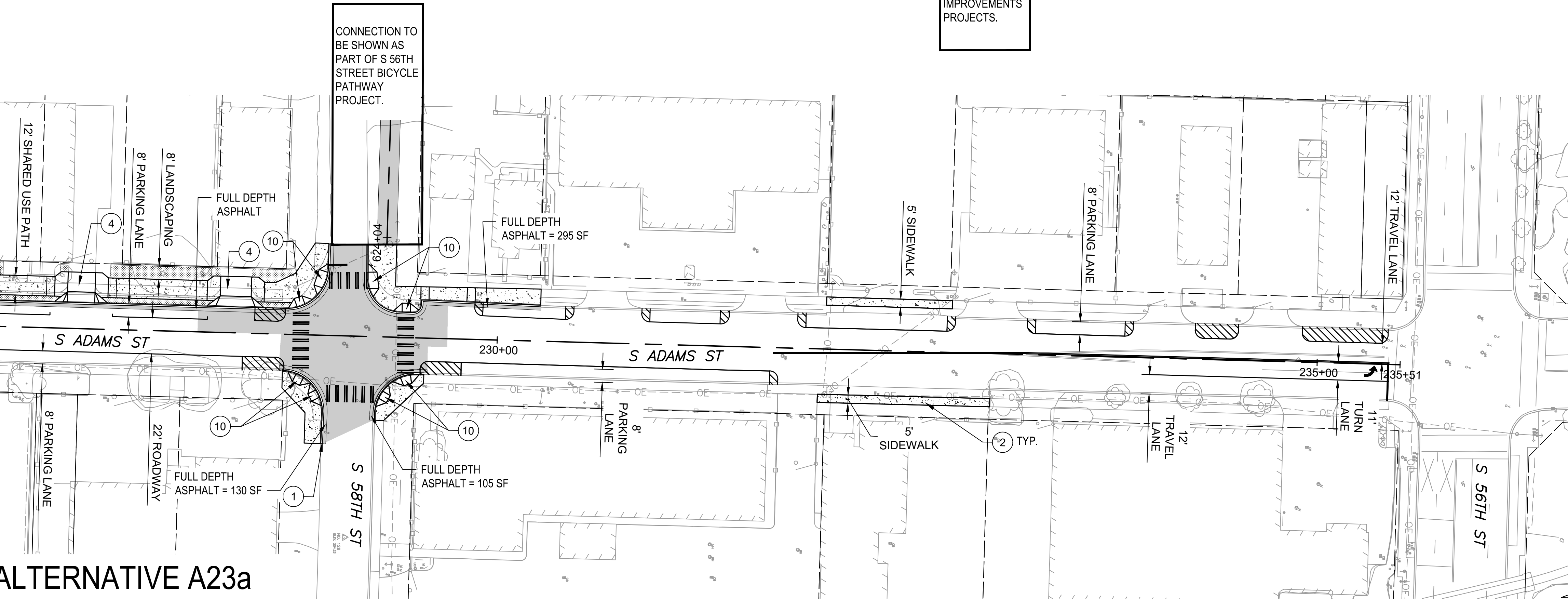
Xrefs:
xSTRA-VRX001
ST-TB22x34
xSTRA-20-CRP200
xSTRA-VOP001
xSTRA-VOP002
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-10-CRP100
xSTRA-40-CRP400

SEE DWG 052-CRP009



ALTERNATIVE A23a

SEE ABOVE RIGHT



ALTERNATIVE A23a

CONSTRUCTION NOTES:

- 1 INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
- 2 INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
- 3 NOT USED.
- 4 INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
- 5 INSTALL PLANTER STRIP .
- 6 INSTALL RETAINING WALL.
- 7 INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
- 8 NOT USED.
- 9 NOT USED.
- 10 INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
- 11 INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
- 12 INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
- 13 INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

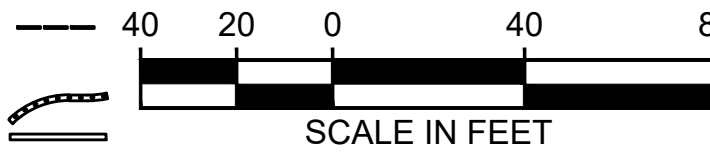
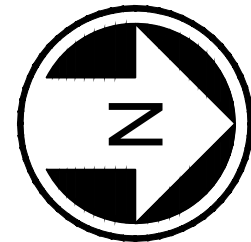
1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

- RESTORATION CEMENT CONC PVMT
- LANDSCAPING
- CEMENT CONC SIDEWALK
- CEMENT CONC. TRAFFIC CURB AND GUTTER
- PLASTIC LINE
- SAWCUT
- TEMPORARY EASEMENT
- PLASTIC STOP LINE
- PLASTIC CROSSWALK
- PLASTIC SHARROW SYMBOL
- PLASTIC BIKE LANE SYMBOL
- GREEN BIKEWAY MARKING
- BIKE LANE BUFFER MARKING
- PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR
- DELINEATOR
- PLASTIC BIKE CROSSING
- SINGLE DASH LINE BIKE LANE STRIPING
- HMA SPEED HUMP AND SPEED HUMP SYMBOL
- LOW PROFILE PLASTIC CURBING
- LOW PROFILE PLASTIC CURBING WITH DELINEATORS

DRAFT
PRINT



AHJ: #####

PACKAGE # #####

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	#####
DRAWN BY:	B. WILLIAMS
CHECKED BY:	R. PARKER
APPROVED BY:	B. AGAN

	<div><div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div></div>		<div><div><div><div>DE</div><div>DAVID EVANS AND ASSOCIATES INC.</div></div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div></div>		<div><div>LINE IS 1" AT FULL SCALE</div><div><div><div>S</div><div>SOUNDTRANSIT</div></div></div></div>		<div>SCALE: 1"=40'</div> <div>FILENAME: STRA-20-CRP011-20</div> <div>CONTRACT No.: RTA/LR #</div>		<div><div>SOUTH TACOMA STATION IMPROVEMENTS</div><div>PHASE 2</div><div>CIVIL S ADAMS ST CITY OF TACOMA</div></div>				<div>DRAWING No.: 052-CRP010</div>			
	SUBMITTED BY: T. GONZALES		DATE: 6/15/2023		REVIEWED BY: K. YOUSSEF		DATE: #						FACILITY ID: ###			
													SHEET No.: #		REV: ###	

Xrefs:
xSTRA-VRX001
ST-TB22x34
xSTRA-20-CRP200
xSTRA-VOP001
xSTRA-VOP002
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-10-CRP100
xSTRA-40-CRP400

06/16/23 | 11:05 AM | WILLIBRE
U:\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989SVCS\CADD\DWG\STRA-20-CRP011-20.DWG

ALTERNATIVE A23b

ALTERNATIVE A23b

CONNECTION TO BE SHOWN AS PART OF S 66TH STREET BIKE CORRIDOR PROJECT.

CONNECTION TO BE SHOWN AS PART OF S 66TH STREET BIKE CORRIDOR PROJECT.

INSTALL BUS PAD. BENCH TO BE INSTALLED BY PIERCE TRANSIT.

PEDESTRIAN SIGNAL

BENCH TO BE INSTALLED BY PIERCE TRANSIT

CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

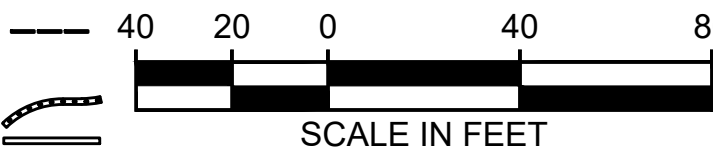
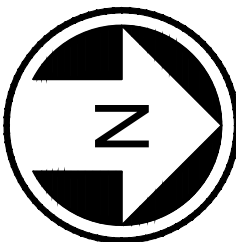
1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

- RESTORATION CEMENT CONC PVMT
- LANDSCAPING
- CEMENT CONC SIDEWALK
- CEMENT CONC. TRAFFIC CURB AND GUTTER
- PLASTIC LINE
- SAWCUT
- TEMPORARY EASEMENT
- PLASTIC STOP LINE
- PLASTIC CROSSWALK
- PLASTIC SHARROW SYMBOL
- PLASTIC BIKE LANE SYMBOL
- GREEN BIKEWAY MARKING
- BIKE LANE BUFFER MARKING
- PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR
- DELINEATOR
- PLASTIC BIKE CROSSING
- SINGLE DASH LINE BIKE LANE STRIPING
- HMA SPEED HUMP AND SPEED HUMP SYMBOL
- LOW PROFILE PLASTIC CURBING
- LOW PROFILE PLASTIC CURBING WITH DELINEATORS

DRAFT
PRINT



AHJ: #####

PACKAGE # #####

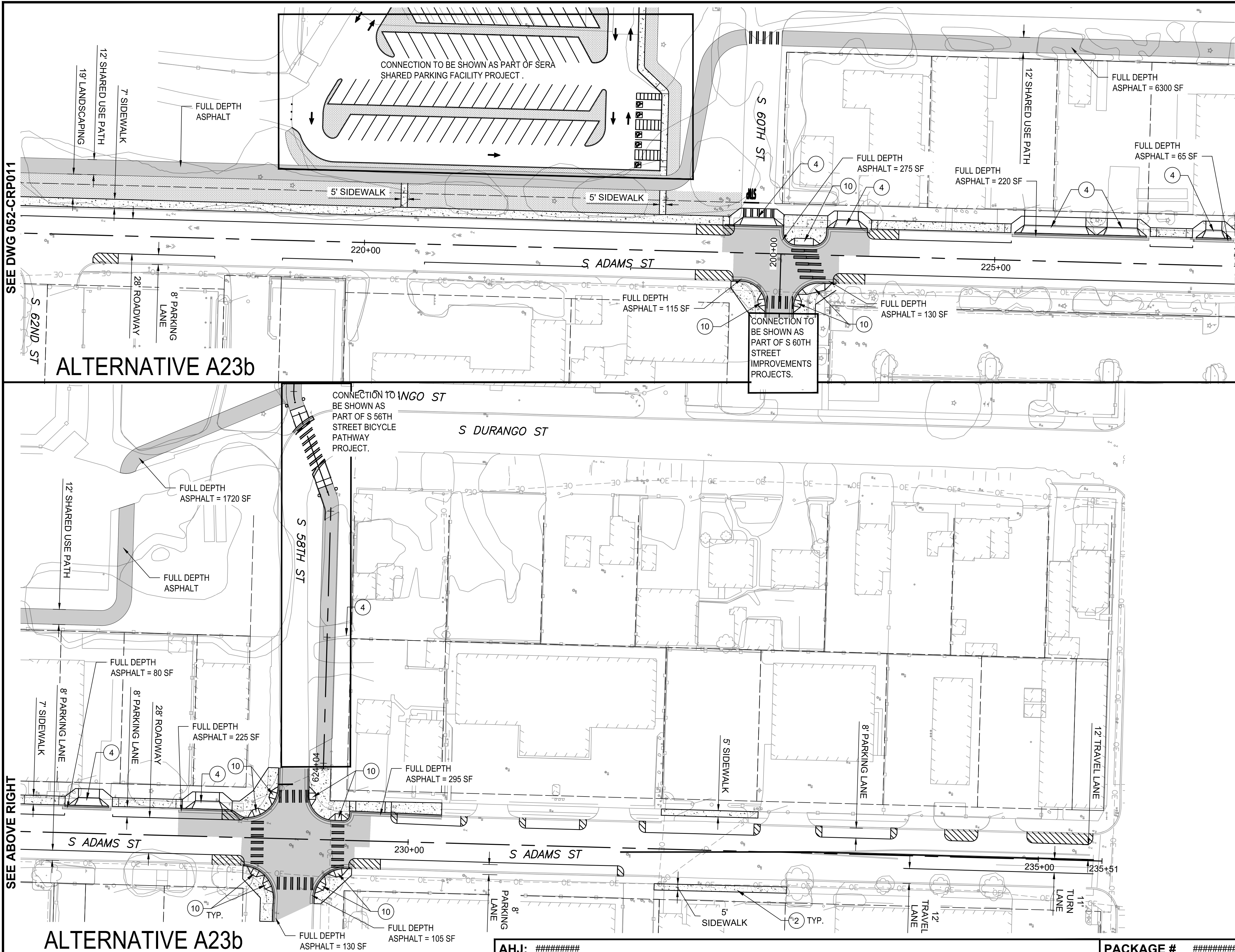
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	#####
DRAWN BY:	B. WILLIAMS
CHECKED BY:	R. PARKER
APPROVED BY:	B. AGAN

						SCALE: 1"=40'	SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S ADAMS ST CITY OF TACOMA		DRAWING No.: 052-CRP011
SUBMITTED BY: T. GONZALES		DATE: 6/15/2023		REVIEWED BY: K. YOUSSEF		FILENAME: STRA-20-CRP011-20			FACILITY ID: ###
						CONTRACT No.: RTA/LR #			SHEET No.: #
						DATE: 06/15/2023			REV: ####

Xrefs:
xSTRA-VR001
ST-TB22x34
xSTRA-20-CRP200
xSTRA-VOP001
xSTRA-VOP002
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-10-CRP100
xSTRA-40-CRP400

06/16/23 | 11:01 AM | CROFOJOS
U:\PROJECTS\CLIENTS\3012-052 SOUTH TACOMA STATION\PH02\989VCS\CADD\DWG\STRA-20-CRP011-20.DWG



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

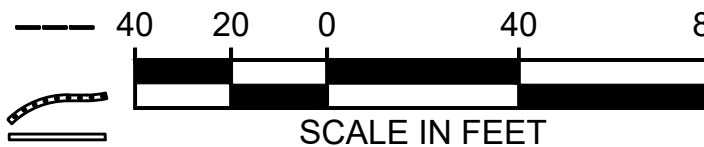
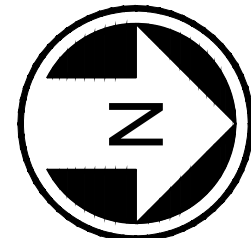
1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

- RESTORATION CEMENT CONC PVMT
- LANDSCAPING
- CEMENT CONC SIDEWALK
- CEMENT CONC. TRAFFIC CURB AND GUTTER
- PLASTIC LINE
- SAWCUT
- TEMPORARY EASEMENT
- PLASTIC STOP LINE
- PLASTIC CROSSWALK
- PLASTIC SHARROW SYMBOL
- PLASTIC BIKE LANE SYMBOL
- GREEN BIKEWAY MARKING
- BIKE LANE BUFFER MARKING
- PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR
- DELINEATOR
- PLASTIC BIKE CROSSING
- SINGLE DASH LINE BIKE LANE STRIPING
- HMA SPEED HUMP AND SPEED HUMP SYMBOL
- LOW PROFILE PLASTIC CURBING
- LOW PROFILE PLASTIC CURBING WITH DELINEATORS

DRAFT
PRINT



No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	#####
DRAWN BY:	B. WILLIAMS
CHECKED BY:	R. PARKER
APPROVED BY:	B. AGAN

AHJ: #####

Parametrix ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES		DAVID EVANS AND ASSOCIATES INC. 2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781	
SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
T. GONZALES	6/15/2023	K. YOUSSEF	#

PACKAGE # #####

SCALE: 1"=40'
FILENAME: STRA-20-CRP011-20
CONTRACT No.: RTA/LR #
DATE: 06/15/2023

SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S ADAMS ST CITY OF TACOMA	
DRAWING No.: 052-CRP012	FACILITY ID: ###
SHEET No.: #	REV: ####

06/16/23 | 8:10 AM | WILLIBRE
 C:\UP\PSOIPROJECTS\CLIENTS\3012-DEA554-3012-052 SOUTHACOMASTATION\PH021995\VC5ICADD\DWG\ISTRA-20-CRP011-20.DWG



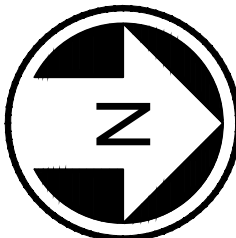
- 1 INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
- 2 INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
- 3 NOT USED.
- 4 INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
- 5 INSTALL PLANTER STRIP .
- 6 INSTALL RETAINING WALL.
- 7 INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
- 8 NOT USED.
- 9 NOT USED.
- 10 INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
- 11 INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
- 12 INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
- 13 INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

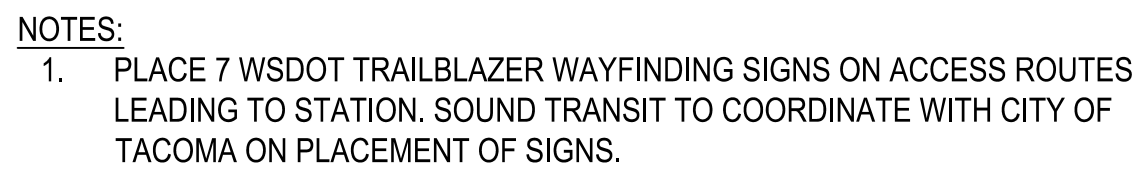
RESTORATION CEMENT CONC PVMT	
LANDSCAPING	
CEMENT CONC SIDEWALK	
CEMENT CONC. TRAFFIC CURB AND GUTTER	
PLASTIC LINE	
SAWCUT	
TEMPORARY EASEMENT	
PLASTIC STOP LINE	
PLASTIC CROSSWALK	
PLASTIC SHARROW SYMBOL	
PLASTIC BIKE LANE SYMBOL	
GREEN BIKEWAY MARKING	
BIKE LANE BUFFER MARKING	
PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR	
DELINEATOR	
PLASTIC BIKE CROSSING	
LOW DASH LINE BIKE LANE STRIPING	
WYOMA SPEED HUMP AND SPEED HUMP SYMBOL	
LOW PROFILE PLASTIC CURBING	
LOW PROFILE PLASTIC CURBING WITH DELINEATORS	

DRAFT
PRINT





						AHJ: #####				PACKAGE # #####	
						DESIGNED BY: #####		<div><div><div><div><div></div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div><div></div></div><div><div><div>DE</div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div><div><div>LINE IS 1" AT FULL SCALE</div></div><div><div>S</div><div>SOUNDTRANSIT</div></div></div></div></div>		<div><div>SCALE: 1"=40'</div><div>FILENAME: STRA-20-CRP011-20</div><div>CONTRACT No.: RTA/LR #</div></div> <div><div>SOUTH TACOMA STATION IMPROVEMENTS</div><div>PHASE 2</div><div>CIVIL ADDITIONAL PARKING CITY OF TACOMA</div></div> <div><div>DRAWING No.: 052-CRP013</div><div>FACILITY ID: ###</div><div><div>SHEET No.: #</div><div>REV.: ###</div></div></div>	
						DRAWN BY: B. WILLIAMS					
						CHECKED BY: R. PARKER					
						APPROVED BY: B. AGAN					
No.	DATE	DSN	CHK	APP	REVISION						

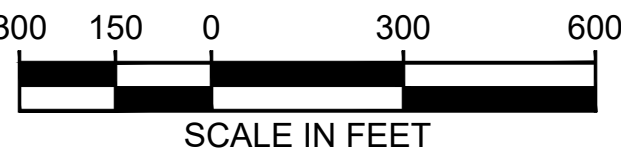

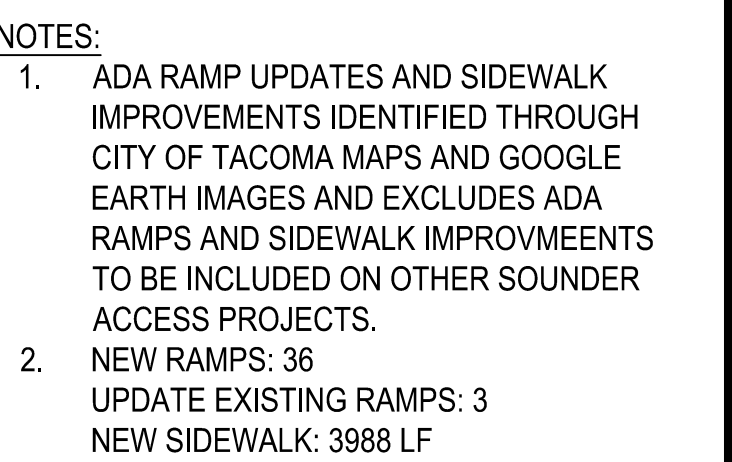
06/16/23 | 8:14 AM | WILLIBRE
U:\PROJECTS\CLIENTS\3012-052 SOUTHCOM\STATIONPH02\99SVCS\CADD\DWG\STRA-44-CRP\043-48.DWG



DRAFT
PRINT

AHJ: #####					PACKAGE # #####		
	<div>Parametrix</div> <div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div> <div></div>	<div>DAVID EVANS AND ASSOCIATES INC. 2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div>	<div>LINE IS 1" AT FULL SCALE</div>	<div>SOUNDTRANSIT</div>	SCALE: 1"= 50'	<div>SOUTH TACOMA STATION IMPROVEMENTS</div> <div>PHASE 2</div> <div>CIVIL</div> <div>STATION ACCESS IMPROVEMENTS</div> <div>CITY OF TACOMA</div>	DRAWING No.: <div>052-CRP014</div>
					FILENAME: STRA-44-CRP043-48		FACILITY ID: <div>###</div>
					CONTRACT No.: RTA/LR #		SHEET No.: REV:
	DATE: 06/14/2023	# ###					
SUBMITTED BY: T. GONZALES	DATE: 6/14/2023	REVIEWED BY: K. YOUSSEF	DATE: #				

06/16/23 | 3:46 PM | WILLIBRE
 U:\PROJECTS\CLIENTS\3012-DEAN554-2012-052 SOUTHACOMASTATIONPH02995VCS\CADD\DWG\STRA-SW-RAMP.DWG



						AHJ: #####				PACKAGE # #####			
						DESIGNED BY: #####	<div><div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div><div><div>DAVID EVANS ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div></div>	<div>LINE IS 1"=1' AT FULL SCALE</div>	<div><div></div><div>SOUNDTRANSIT</div></div>	SCALE: 1"=300'	<div><div>SOUTH TACOMA STATION IMPROVEMENTS</div><div>PHASE 2</div><div>STATION AREA CURB RAMP AND SIDEWALK IMPROVEMENTS</div><div>CITY OF TACOMA</div></div>	DRAWING No.: 052-CRP015	
					DRAWN BY: B. WILLIAMS	FILENAME: STRA-SW-RAMP				FACILITY ID: ###			
					CHECKED BY: R. PARKER	CONTRACT No.: RTA/LR #				SHEET No.: #		REV: ####	
					APPROVED BY:	DATE:				REVIEWED BY:		DATE:	
					B. AGAN	T. GONZALES 6/16/2023				K. YOUSSEF		# 06/16/2023	
No.	DATE	DSN	CHK	APP	REVISION								

Xrefs:
ST-TB22x34
xSTRA-VOP002
xSTRA-VOP001
xSTRA-VOP003
xSTRA-VOP004
xSTRA-SURF
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-VRX001
xSTRA-SW-RAMP
SouthTacoma_SIGNAL_Working
xSTRA-10-CRP100
xSTRA-20-CRP200
xSTRA-30-CRP300
xSTRA-40-CRP400
xSTRA-50-CRP500
xSTRA-ELECTRICAL



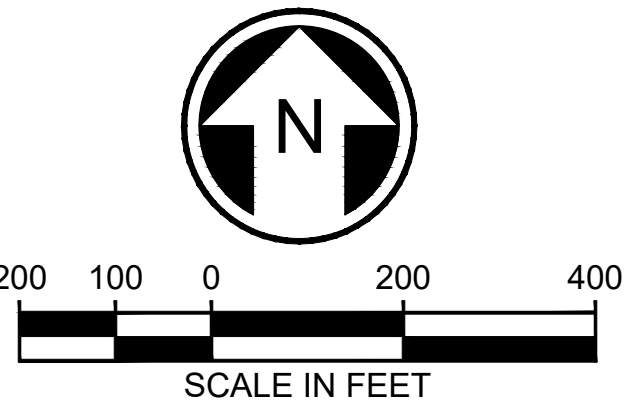
STREET LIGHT IMPROVEMENT (SLI) NOTES:

1. ADDING STREET LIGHTING ON PRIORITY ROADWAYS WITHIN $\frac{1}{4}$ MILE OF STATION , AND BEYOND ON S ADAMS ST TO S 66TH ST.
2. PRIORITY ROADWAYS CONSIDERED TO S 58TH ST , S 60TH ST AND S ADAMS ST (S 58TH ST TO S 60TH ST).
3. S PUGET SOUND IS A DESIGNATED BIKE ROUTE AND HAS EXISTING BIKE LANES. IT ALREADY HAS TPU STREET LIGHTS ON ALL AVAILABLE TPU POLES.
4. S TACOMA WAY IS NOT A DESIGNATED BIKE ROUTE, BUT IS ALREADY CONTINUOUSLY ILLUMINATED (ON LIGHT STANDARDS ON THE WEST SIDE, AND MOST TPU POLES ON THE EAST SIDE).
5. STREET LIGHTS ADDED ON EXISTING TPU POLE WHERE PRESENT, AND ADDING TPU LIGHT POLES WHERE THERE ARE NOTICEABLE GAPS.
6. SUGGESTED UPGRADES DO NOT REFLECT IN FULL STANDARD CONTINUOUS ILLUMINATION.
7. FULL STANDARD CONTINUOUS ILLUMINATION WOULD LIKELY REQUIRE SYSTEMS OF STAND-ALONE LIGHT STANDARDS AND BE SUBSTANTIALLY MORE COSTS THAN BUDGET ESTABLISHED DURING 10% PHASE.
8. ADD PEDESTRIAN LEVEL LIGHTING ALONG PROPOSED PEDESTRIAN CORRIDOR BETWEEN INTERSECTIONS AT S 58TH/DURANGO AND C 56TH/MADISON. ASSUMED ADDED PEDESTRIAN LIGHTS ON NEW TPU POLES - APPROX. 20FT MOUNTING HEIGHT.

KEY:

- = ADD STREET LIGHT TO EXISTING TPU LIGHT
- = ADD NEW TPU LIGHT POLE WITH STREET LIGHT
- = ADD TPU POLE WITH PEDESTRIAN LIGHT

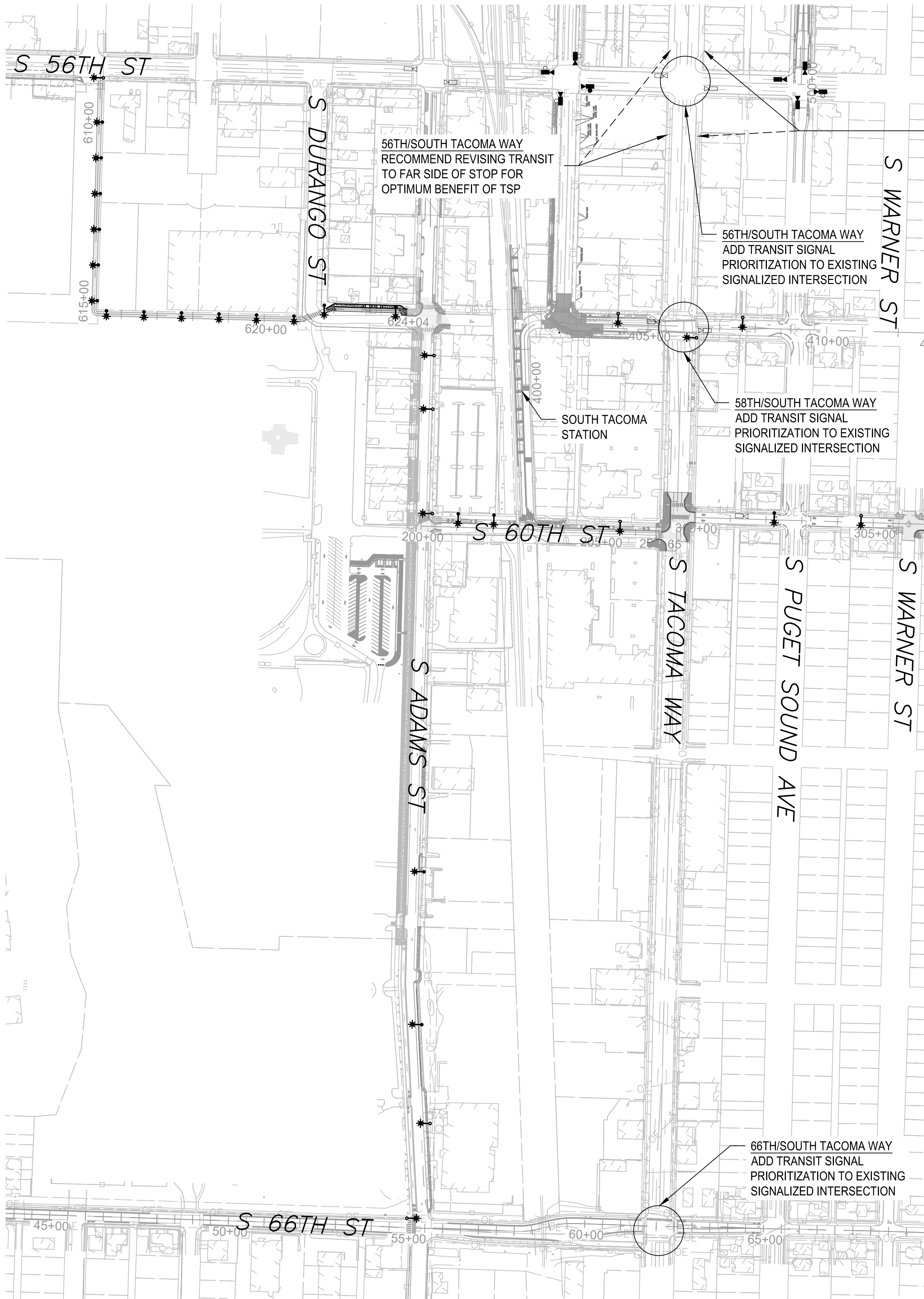
DRAFT
PRINT



AHJ: #####						PACKAGE # #####					
<div>DESIGNED BY: J. CROFOOT</div> <div>DRAWN BY: B. WILLIAMS</div> <div>CHECKED BY: R. PARKER</div> <div>APPROVED BY: B. AGAN</div>						<div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div> <div><div>LINE IS 1" AT FULL SCALE</div><div></div></div>					
<div>SUBMITTED BY: T. GONZALES</div> <div>DATE: 6/12/2023</div> <div>REVIEWED BY: K. YOUSSEF</div> <div>DATE: #</div>						<div>SCALE: 1"= 200'</div> <div>FILENAME: STRA-ELECTRICAL</div> <div>CONTRACT No.: RTA/LR #</div> <div>DATE: 06/12/2023</div>					
						<div><div>SOUTH TACOMA STATION IMPROVEMENTS</div><div>PHASE 2</div><div>BIKE DETECTION, LPI & STREET LIGHTING IMPROVEMENTS</div><div>CITY OF TACOMA</div></div>					
						<div>DRAWING No.: 052-CRP016</div> <div>FACILITY ID: ###</div> <div>SHEET No.: #</div> <div>REV: ####</div>					

Xrefs:
ST-TB22x34
xSTRA-VOP002
xSTRA-VOP001
xSTRA-VOP003
xSTRA-VOP004
xSTRA-SURF
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-VRX001
xSTRA-SW-RAMP
SouthTacoma_SIGNAL_Working
xSTRA-10-CRP100
xSTRA-20-CRP200
xSTRA-30-CRP300
xSTRA-40-CRP400
xSTRA-50-CRP500
xSTRA-ELECTRICAL

06/16/23 | 4:02 PM | WILLIBRE
U:\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989SVCS\CADD\DWG\STRA-ELECTRICAL.DWG



56TH/SOUTH TACOMA WAY
RECOMMEND REVISING TRANSIT
TO FAR SIDE OF STOP FOR
OPTIMUM BENEFIT OF TSP.

56TH/SOUTH TACOMA WAY
ADD TRANSIT SIGNAL
PRIORITIZATION TO EXISTING
SIGNALIZED INTERSECTION

58TH/SOUTH TACOMA WAY
ADD TRANSIT SIGNAL
PRIORITIZATION TO EXISTING
SIGNALIZED INTERSECTION

66TH/SOUTH TACOMA WAY
ADD TRANSIT SIGNAL
PRIORITIZATION TO EXISTING
SIGNALIZED INTERSECTION

NOTES

- 1. ADDING OPTICOM 3100 GPS PREEMPTION DETECTION AT THREE INTERSECTIONS.
- 2. ASSUMES PIERCE TRANSIT COACHES ALREADY EQUIPPED WITH OPTICOM LOW-PRIORITY PREEMPTION KITS.
- 3. CITY TO VERIFY CONTROLLERS CAPABILITY SUPPORTING TRANSIT SIGNAL PRIORITY (TSP) OPERATIONS.
- 4. PROJECT IMPLEMENTATION WILL INCLUDE TRAFFIC OPERATIONS ANALYSIS, RE-TIMING OF TRAFFIC SIGNALS AND COORDINATION WITH PIERCE TRANSIT.

BIKE DETECTION NOTES:

- 1. ADDING BIKE DETECTION ON EXISTING DESIGNATED BIKE ROUTES.
- 2. EXCLUSIVES N-S ADAMS AND S TACOMA WAY.
- 3. EXISTING CAMERAS WILL BE UPGRADED TO AI BIKE-CAPABLE DETECTORS - FLIR TRAFFISENSE AI OR EQUIVALENT.
- 4. ADDING AI BIKE-CAPABLE DETECTORS TO REPLACE LOOP DETECTORS WHERE BIKE DETECTION IS REQUIRED.

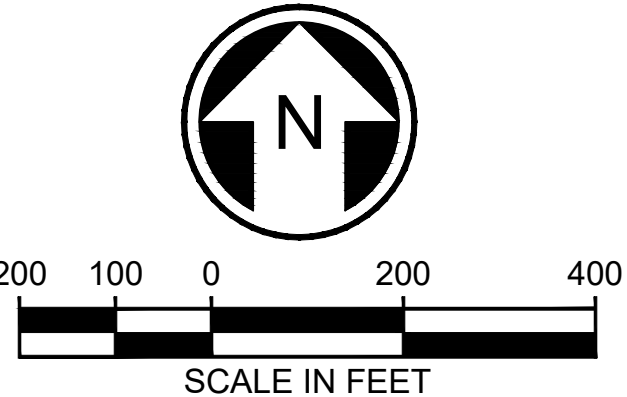
LEADING PEDESTRIAN INTERVAL (LPI) NOTES:

- 1. CITY TO VERIFY CONTROLLERS CAPABILITY TO RUN LPI.
- 2. OLDER CABINETS ON 56TH AT WASHINGTON, S TACOMA AND PUGET SOUND.
- 3. NEED TRAFFIC INPUT TO WHERE BLANK-OUT SIGNS FOR NO RIGHT TURN ON RED (VS. STATIC SIGN).
- 4. NO APS UPGRADES NEEDED, ALL LOCATIONS ALREADY HAVE APS.
- 5. ASSUME WITH APS PRESENT, PEDESTRIANS SIGNALS AREA ALREADY UPGRADED TO HAVE COUNTDOWN.

KEY:

- UPGRADE EXISTING VIDEO DETECTOR TO BIKE-CAPABLE DETECTOR
- ADD BIKE-CAPABLE DETECTOR ON EXISTING SIGNAL/LUMINAIRE MAST ARM
- ADD BIKE-CAPABLE DETECTOR ON EXISTING SIGNAL STRAIN POLE
- ADD BIKE-CAPABLE DETECTOR ON NEW DETECTOR POLE (UPGRADE EXISTING PEDESTRIAN SIGNAL POLE)
- (SL) = ADD STREET LIGHT TO EXISTING TPU LIGHT
- (LP) = ADD NEW TPU LIGHT POLE WITH STREET LIGHT
- (PL) = ADD TPU POLE WITH PEDESTRIAN LIGHT

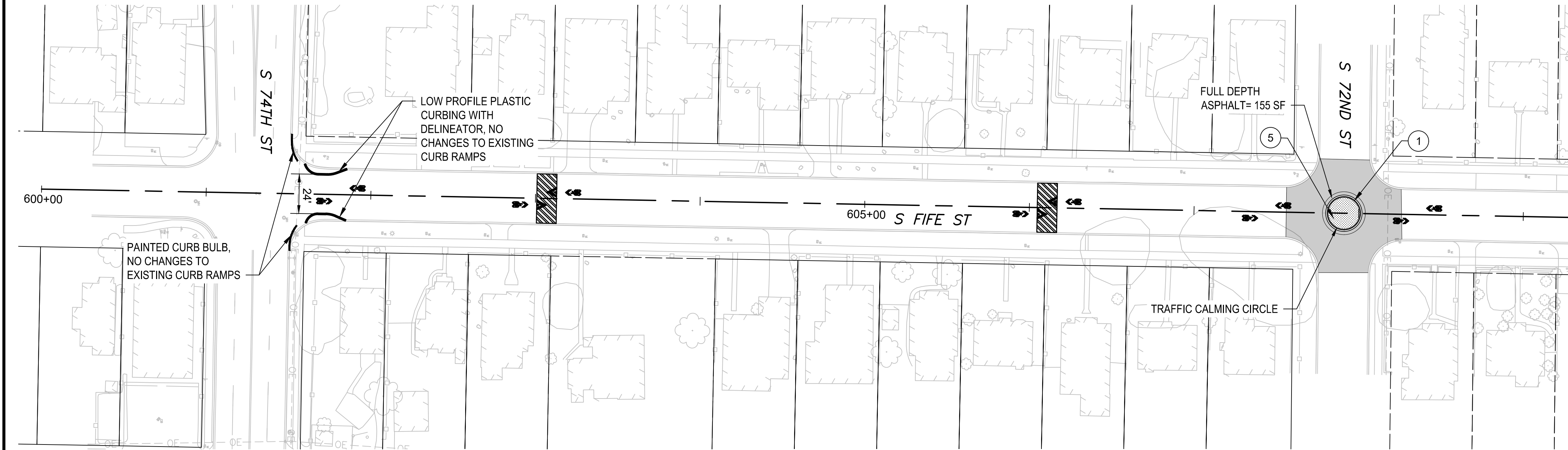
DRAFT
PRINT



						DESIGNED BY: J. CROFOOT				<div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div></div> <div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div> <div><div>LINE IS "1" AT FULL SCALE</div><div><div>ST</div><div>SOUNDTRANSIT</div></div></div>				PACKAGE #		#####					
						DRAWN BY: B. WILLIAMS								SCALE: 1"=40'		<div>SOUTH TACOMA STATION IMPROVEMENTS</div> <div>PHASE 2</div> <div>TRANSIT SIGNAL PRIORITY CITY OF TACOMA</div>				DRAWING No.: 052-CRP017	
						CHECKED BY: R. PARKER								FILENAME: STRA-ELECTRICAL						FACILITY ID: ###	
						APPROVED BY: B. AGAN								CONTRACT No.: RTA/LR #						SHEET No.: #	
														DATE: #							
No. DATE DSN CHK APP REVISION						SUBMITTED BY: T. GONZALES				DATE: 6/12/2023		REVIEWED BY: K. YOUSSEF		DATE: #		06/12/2023					

Xrefs:
xSTRA-VRX001
xSTRA-30-CRP300
xSTRA-VOP001
xSTRA-VOP002
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-40-CRP400
GB-TB22x34

06/16/23 | 5:28 PM | WILLIBRE
U:\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989\VC\SC\ADD\DWG\STRA-30-CRP021-32.DWG



CONSTRUCTION NOTES:

- 1 INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
- 2 INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
- 3 NOT USED.
- 4 INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
- 5 INSTALL PLANTER STRIP .
- 6 INSTALL RETAINING WALL.
- 7 INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
- 8 NOT USED.
- 9 NOT USED.
- 10 INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
- 11 INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
- 12 INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
- 13 INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

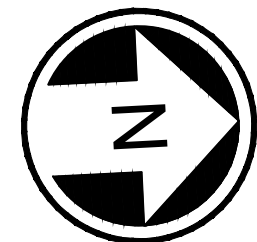
1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

- RESTORATION CEMENT CONC PVMT
- LANDSCAPING
- CEMENT CONC SIDEWALK
- CEMENT CONC. TRAFFIC CURB AND GUTTER
- PLASTIC LINE
- SAWCUT
- TEMPORARY EASEMENT
- PLASTIC STOP LINE
- PLASTIC CROSSWALK
- PLASTIC SHARROW SYMBOL
- PLASTIC BIKE LANE SYMBOL
- GREEN BIKEWAY MARKING
- BIKE LANE BUFFER MARKING
- PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR
- DELINEATOR
- PLASTIC BIKE CROSSING
- SINGLE DASH LINE BIKE LANE STRIPING
- HMA SPEED HUMP AND SPEED HUMP SYMBOL
- LOW PROFILE PLASTIC CURBING
- LOW PROFILE PLASTIC CURBING WITH DELINEATORS

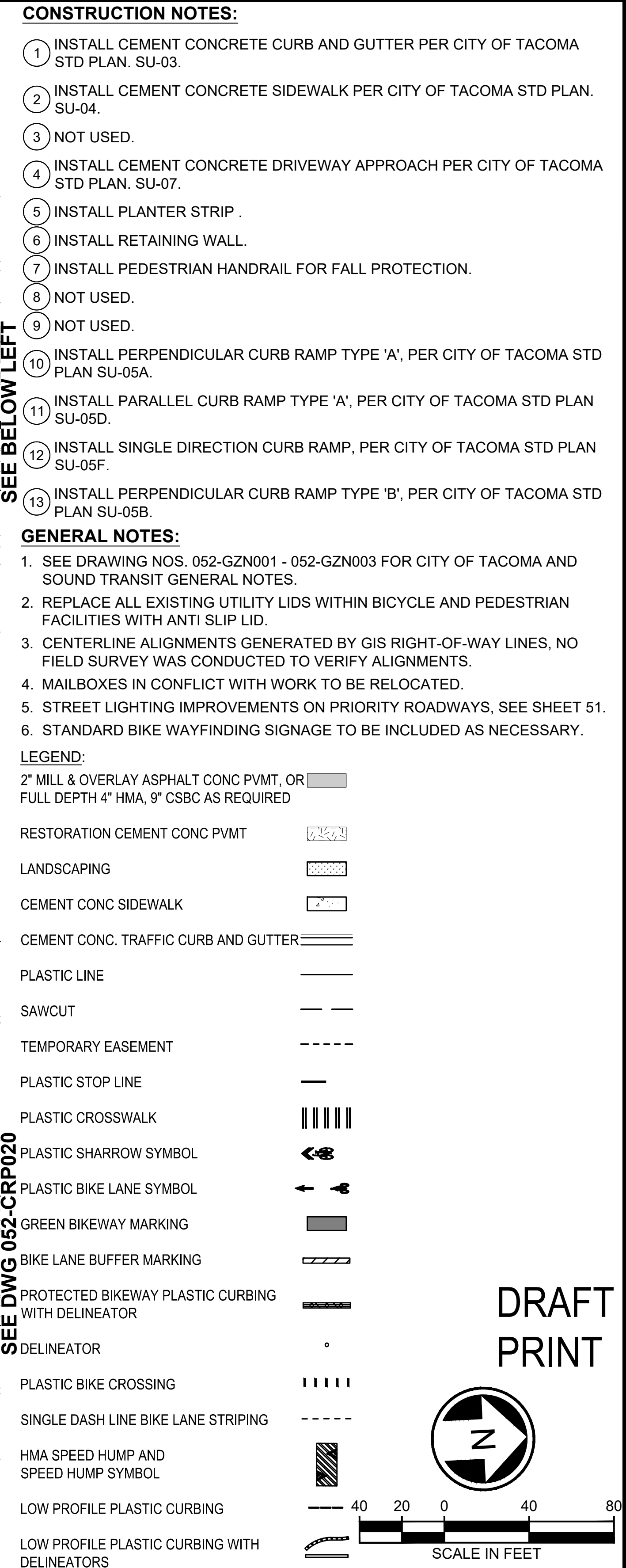
DRAFT
PRINT




AHJ: #####					PACKAGE # #####					
<div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div>	<div><div><div>DE</div><div>DAVID EVANS AND ASSOCIATES INC.</div></div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div>		<div>LINE IS 1" AT FULL SCALE</div>	<div><div>ST</div><div>SOUNDTRANSIT</div></div>	SCALE: 1"=40'	<div>SOUTH TACOMA STATION IMPROVEMENTS</div> <div>PHASE 2</div> <div>CIVIL S FIFE ST CITY OF TACOMA</div>			DRAWING No.: 052-CRP018	
					FILENAME: STRA-30-CRP021-32				FACILITY ID: ###	
					CONTRACT No.: RTA/LR #				SHEET No.: REV:	
					DATE: 06/16/2023				# #####	
SUBMITTED BY: T. GONZALES		DATE: 6/16/2023	REVIEWED BY: K. YOUSSEF		DATE: #					

No.	DATE	DSN	CHK	APP	REVISION

06/16/23 | 5:26 PM | WILLIBRE
C:\UPROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTHACOMASTATIONPH02\99SVCS\CADD\DWG\STRA-30-CRP021-32.DWG



DRAFT
PRINT



0 40 80
SCALE IN FEET

						AHJ: #####					PACKAGE # #####	
						DESIGNED BY:	<div>Parametrix ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div> <div>DAVID EVANS AND ASSOCIATES INC. 2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div>	<div>LINE IS 1" AT FULL SCALE</div>	<div>SOUNDTRANSIT</div>	SCALE: 1"=40'	<div>SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S FIFE ST CITY OF TACOMA</div>	DRAWING No.:
					J. CROFOOT	FILENAME:				052-CRP019		
					DRAWN BY:	STRA-30-CRP021-32				FACILITY ID:		
					B. WILLIAMS	CONTRACT No.:				###		
					CHECKED BY:	RTA/LR #				SHEET No.:		
						R. PARKER					REV:	
						APPROVED BY:	SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:		
						B. AGAN	T. GONZALES	6/16/2023	K. YOUSSEF	#		
No.	DATE	DSN	CHK	APP	REVISION							

SEE DWG 052-CRP019

630+00

S 64TH ST

S FIFE ST

635+00

SEE ABOVE RIGHT

FULL DEPTH ASPHALT= 155 SF

5

1

S 62ND ST

S FIFE ST

640+00

645+00

28'

TRAFFIC CALMING CIRCLE

CONNECTION TO BE SHOWN AS PART OF S 60TH ST PROJECT

S 60TH ST

CONNECTION TO BE SHOWN AS PART OF S 60TH ST PROJECT

- 1 INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
- 2 INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
- 3 NOT USED.
- 4 INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
- 5 INSTALL PLANTER STRIP .
- 6 INSTALL RETAINING WALL.
- 7 INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
- 8 NOT USED.
- 9 NOT USED.
- 10 INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
- 11 INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
- 12 INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
- 13 INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

1" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

55

15/05/2014

— — — —

|| || || ||



11

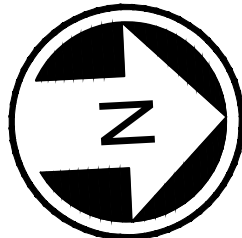
—

•

■ ■ ■ ■

— — — —

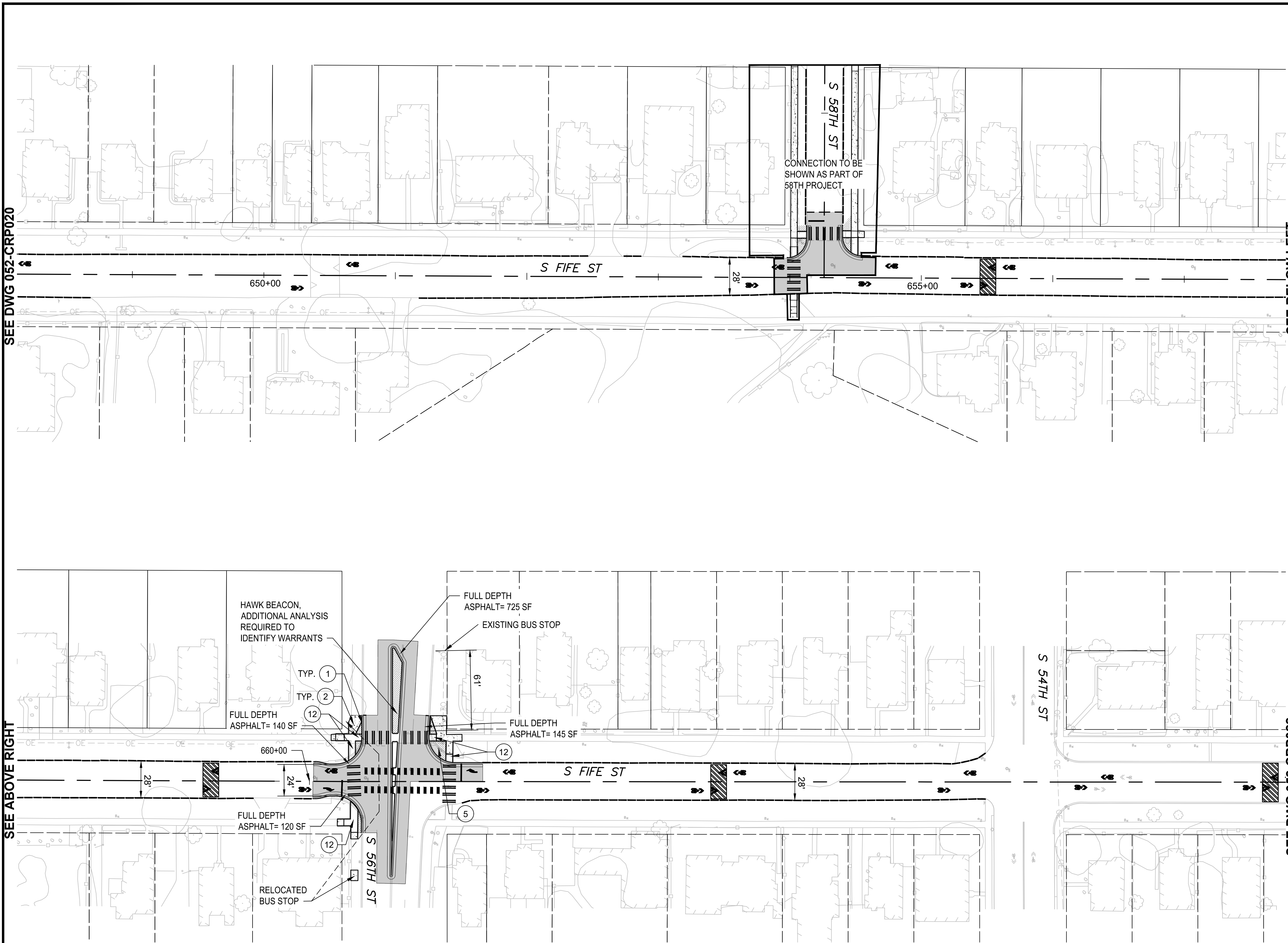
DRAFT
PRINT



						AHJ: #####				PACKAGE # #####			
						<div>DESIGNED BY: J. CROFOOT</div> <div>DRAWN BY: B. WILLIAMS</div> <div>CHECKED BY: R. PARKER</div> <div>APPROVED BY: B. AGAN</div>	<div><div>Parametrix</div><div>ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES</div><div></div></div>	<div><div>DE</div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div>	<div>LINE IS " AT FULL SCALE</div>	<div><div>ST</div><div>SOUNDTRANSIT</div></div>	SCALE: 1"=40'	<div>SOUTH TACOMA STATION IMPROVEMENTS</div> <div>PHASE 2</div> <div>CIVIL S FIFE ST CITY OF TACOMA</div>	DRAWING No.: 052-CRP020
					FACILITY ID: ###								
					SHEET No.: #						REV: ###		
No.	DATE	DSN	CHK	APP	REVISION								

Xrefs:
xSTRA-VRX001
xSTRA-30-CRP300
xSTRA-VOP001
xSTRA-VOP002
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-40-CRP400
GB-TB22x34

06/16/23 | 5:22 PM | WILLIBRE
U:\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989SVCS\CADD\DWG\STRA-30-CRP021-32.DWG



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

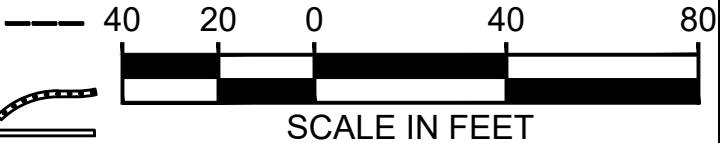
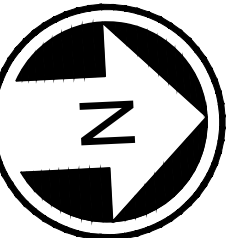
1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

- RESTORATION CEMENT CONC PVMT
- LANDSCAPING
- CEMENT CONC SIDEWALK
- CEMENT CONC. TRAFFIC CURB AND GUTTER
- PLASTIC LINE
- SAWCUT
- TEMPORARY EASEMENT
- PLASTIC STOP LINE
- PLASTIC CROSSWALK
- PLASTIC SHARROW SYMBOL
- PLASTIC BIKE LANE SYMBOL
- GREEN BIKEWAY MARKING
- BIKE LANE BUFFER MARKING
- PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR
- DELINEATOR
- PLASTIC BIKE CROSSING
- SINGLE DASH LINE BIKE LANE STRIPING
- HMA SPEED HUMP AND SPEED HUMP SYMBOL
- LOW PROFILE PLASTIC CURBING
- LOW PROFILE PLASTIC CURBING WITH DELINEATORS

DRAFT
PRINT



AHJ: #####				PACKAGE # #####			
<div>DESIGNED BY: J. CROFOOT</div> <div>DRAWN BY: B. WILLIAMS</div> <div>CHECKED BY: R. PARKER</div> <div>APPROVED BY: B. AGAN</div>				<div><div>DAVID EVANS AND ASSOCIATES INC. 2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div><div>LINE IS 1" AT FULL SCALE</div><div>SOUND TRANSIT</div></div> <div>SCALE: 1"=40'</div> <div>FILENAME: STRA-30-CRP021-32</div> <div>CONTRACT No.: RTA/LR #</div> <div>DATE: 06/16/2023</div>			
<div>PARAMETRIX ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div> <div>SUBMITTED BY: T. GONZALES</div> <div>DATE: 6/16/2023</div> <div>REVIEWED BY: K. YOUSSEF</div> <div>DATE: #</div>				<div><div>SOUTH TACOMA STATION IMPROVEMENTS PHASE 2</div><div>CIVIL S FIFE ST CITY OF TACOMA</div></div> <div>DRAWING No.: 052-CRP021</div> <div>FACILITY ID: ###</div> <div>SHEET No.: #</div> <div>REV: ####</div>			

No.	DATE	DSN	CHK	APP	REVISION

Xrefs:
xSTRA-VRX001
xSTRA-30-CRP300
xSTRA-VOP001
xSTRA-VOP002
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-40-CRP400
GB-TB22x34

06/16/23 | 5:20 PM | WILLIBRE
U:\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\98SVCS\CADD\DWG\STRA-30-CRP021-32.DWG



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

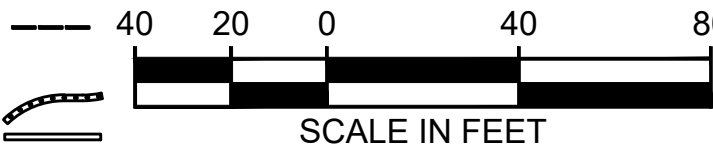
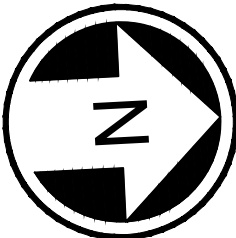
1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

- RESTORATION CEMENT CONC PVMT
- LANDSCAPING
- CEMENT CONC SIDEWALK
- CEMENT CONC. TRAFFIC CURB AND GUTTER
- PLASTIC LINE
- SAWCUT
- TEMPORARY EASEMENT
- PLASTIC STOP LINE
- PLASTIC CROSSWALK
- PLASTIC SHARROW SYMBOL
- PLASTIC BIKE LANE SYMBOL
- GREEN BIKEWAY MARKING
- BIKE LANE BUFFER MARKING
- PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR
- DELINEATOR
- PLASTIC BIKE CROSSING
- SINGLE DASH LINE BIKE LANE STRIPING
- HMA SPEED HUMP AND SPEED HUMP SYMBOL
- LOW PROFILE PLASTIC CURBING
- LOW PROFILE PLASTIC CURBING WITH DELINEATORS

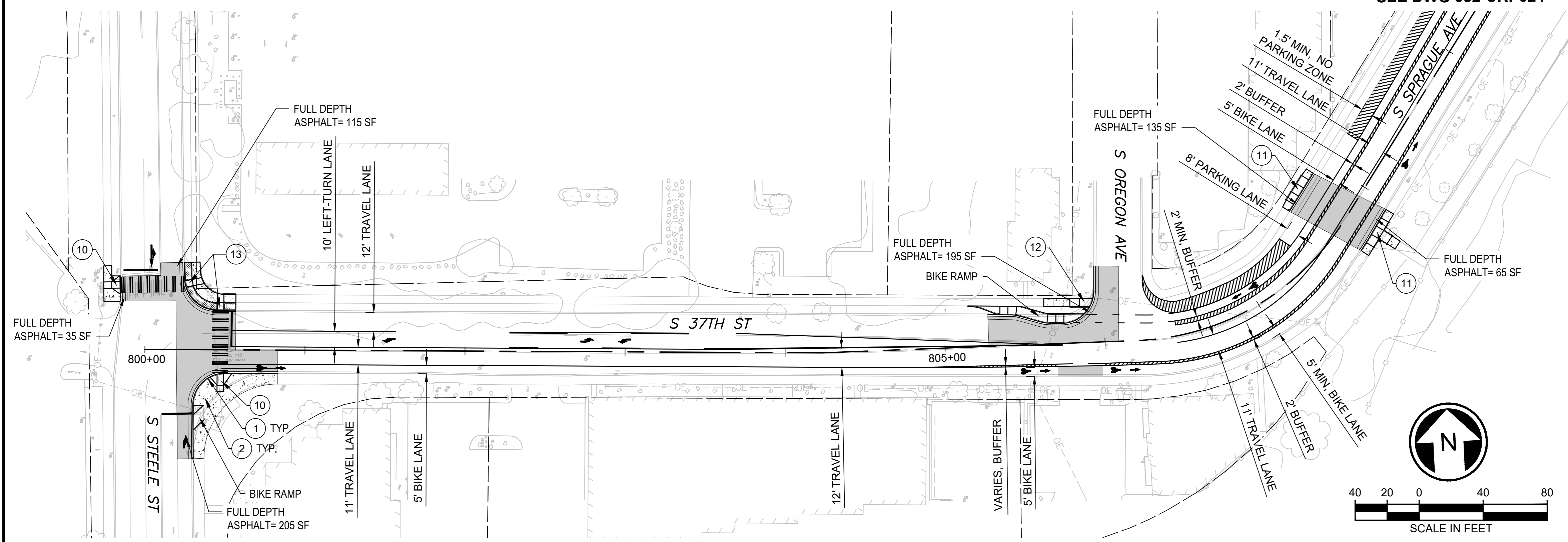
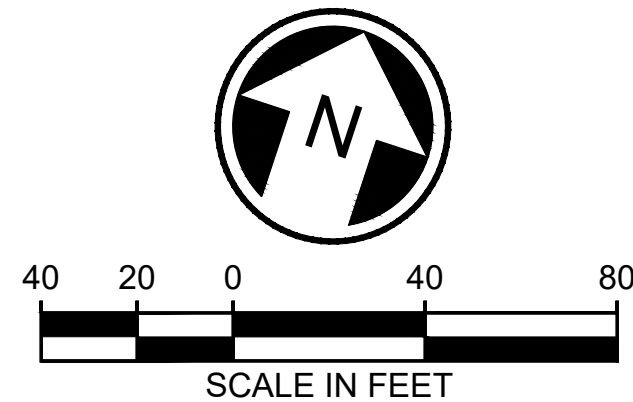
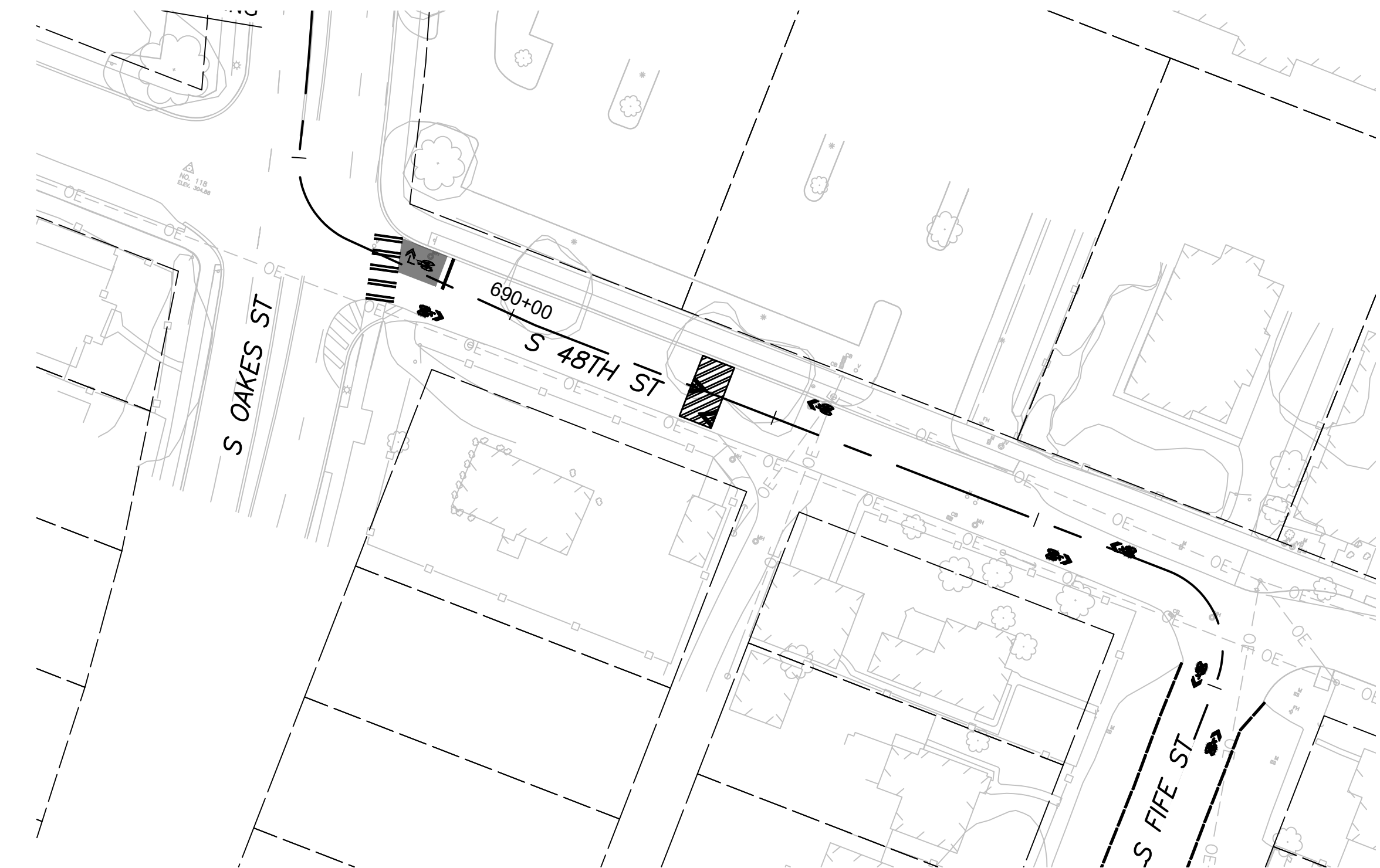
DRAFT
PRINT



AHJ: #####					PACKAGE # #####				
<div><div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div><div><div>SUBMITTED BY:</div><div>T. GONZALES</div></div></div> <div><div>DATE:</div><div>6/16/2023</div></div>	<div><div><div><div>DE</div><div>DAVID EVANS AND ASSOCIATES INC.</div></div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div><div><div>LINE IS "1" AT FULL SCALE</div></div></div>	<div><div><div><div>ST</div><div>SOUNDTRANSIT</div></div><div>DATE:</div><div>#</div></div></div>	<div><div>SCALE: 1"=40'</div><div>FILENAME: STRA-30-CRP021-32</div><div>CONTRACT No.: RTA/LR #</div><div>DATE: 06/16/2023</div></div>	<div><div><div>SOUTH TACOMA STATION IMPROVEMENTS</div><div>PHASE 2</div><div>CIVIL S FIFE ST CITY OF TACOMA</div></div></div>	<div><div>DRAWING No.: 052-CRP022</div><div>FACILITY ID: ###</div><div><div>SHEET No.: #</div><div>REV: ###</div></div></div>				

No.	DATE	DSN	CHK	APP	REVISION

Xrefs:
xSTRA-VRX001
xSTRA-30-CRP300
xSTRA-VOP001
xSTRA-VOP002
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-40-CRP400
GB-TB22x34



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

RESTORATION CEMENT CONC PVMT	
LANDSCAPING	
CEMENT CONC SIDEWALK	
CEMENT CONC. TRAFFIC CURB AND GUTTER	
PLASTIC LINE	
SAWCUT	
TEMPORARY EASEMENT	
PLASTIC STOP LINE	
PLASTIC CROSSWALK	
PLASTIC SHARROW SYMBOL	
PLASTIC BIKE LANE SYMBOL	
GREEN BIKEWAY MARKING	
BIKE LANE BUFFER MARKING	
PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR	
DELINEATOR	
PLASTIC BIKE CROSSING	
SINGLE DASH LINE BIKE LANE STRIPING	
HMA SPEED HUMP AND SPEED HUMP SYMBOL	
LOW PROFILE PLASTIC CURBING	
LOW PROFILE PLASTIC CURBING WITH DELINEATORS	

DRAFT
PRINT

AHJ: #####

PACKAGE # #####

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	B. MAY
DRAWN BY:	B. WILLIAMS
CHECKED BY:	R. PARKER
APPROVED BY:	B. AGAN

Parametrix
ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES

SUBMITTED BY:
T. GONZALES

DATE:
6/16/2023

**DAVID EVANS
AND ASSOCIATES INC.**
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

REVIEWED BY:
K. YOUSSEF

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

DATE:
#

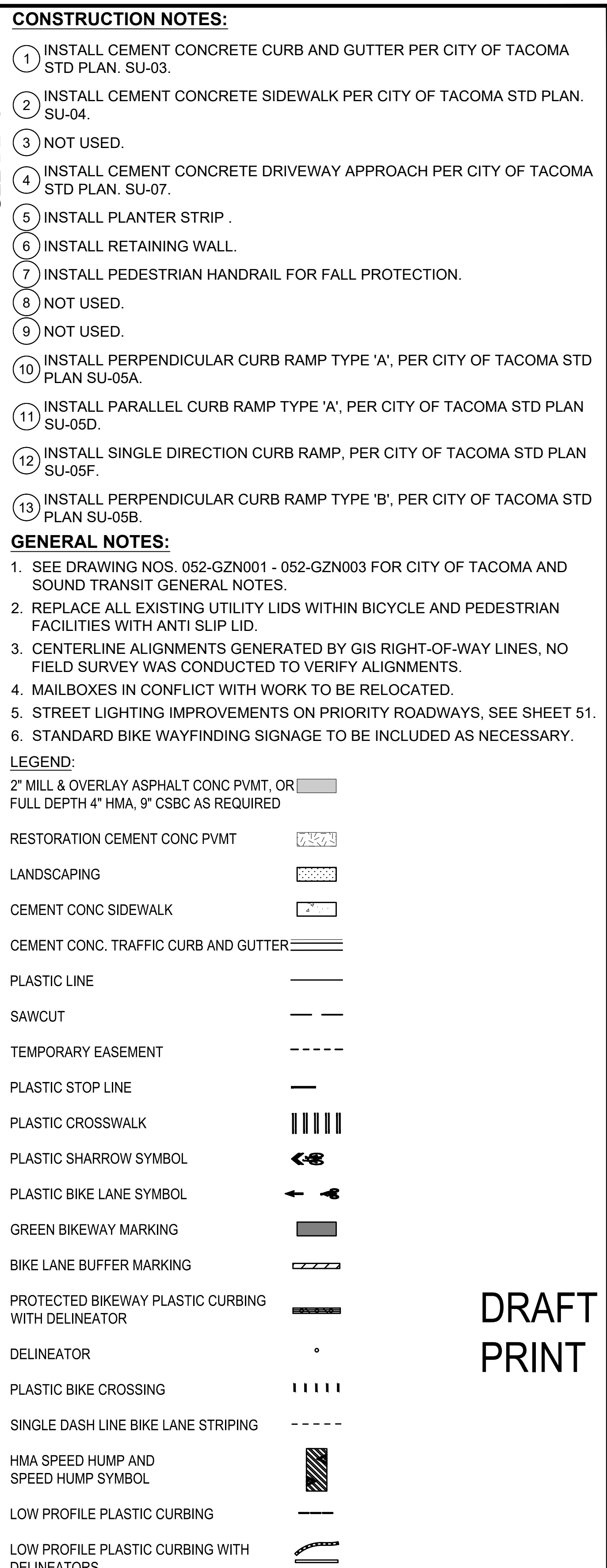
SCALE: 1"=40'
FILENAME: STRA-30-CRP021-32
CONTRACT No.: RTA/LR #
DATE: 06/16/2023

**SOUTH TACOMA STATION
IMPROVEMENTS**
PHASE 2

CIVIL
S FIFE ST AND S SPRAGUE AVE
CITY OF TACOMA

DRAWING No.:	052-CRP023
FACILITY ID:	###
SHEET No.:	#
REV:	####

06/16/23 | 4:42 PM | WILLIBRE
C:\UP\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH\ACOM\STATION\PH\02199S\VCSS\ADD\DWG\STRA-30-CRP021 - 32.DWG



DRAFT
PRINT

						AHJ: #####				PACKAGE # #####						
						DESIGNED BY: B. MAY		<div><div><div><div></div><div></div></div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div><div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div></div> <div><div>LINE IS 1" AT FULL SCALE</div></div> <div><div>ST</div><div>SOUNDTRANSIT</div></div>		SCALE: 1"=40'		SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S SPRAGUE AVE CITY OF TACOMA		DRAWING No.: 052-CRP024		
					DRAWN BY: B. WILLIAMS		FILENAME: STRA-30-CRP021-32			FACILITY ID: ###						
					CHECKED BY: R. PARKER		CONTRACT No.: RTA/LR #			SHEET No.: #				REV: ####		
					APPROVED BY: B. AGAN		DATE: 6/16/2023			REVIEWED BY: K. YOUSSEF				DATE: 06/16/2023		
No.	DATE	DSN	CHK	APP	REVISION	SUBMITTED BY: T. GONZALES										

Xrefs:
xSTRA--VRX001
xSTRA--30--CRP300
xSTRA--VOP001
xSTRA--VOP002
xSTRA--VOP003
xSTRA--VOP004
xSTRA--VSF001
STRA--GEN--SHTNOTES
xSTRA--40--CRP400
GB--TB22x34

06/16/23 | 4:43 PM | WILLIBRE
U:\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989SVCS\CADD\DWG\STRA-30-CRP021-32.DWG

SEE DWG 052-CRP024

SEE ABOVE RIGHT

CONSTRUCTION NOTES:

- 1 INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
- 2 INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
- 3 NOT USED.
- 4 INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
- 5 INSTALL PLANTER STRIP .
- 6 INSTALL RETAINING WALL.
- 7 INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
- 8 NOT USED.
- 9 NOT USED.
- 10 INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
- 11 INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
- 12 INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
- 13 INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

RESTORATION CEMENT CONC PVMT

LANDSCAPING

CEMENT CONC SIDEWALK

CEMENT CONC. TRAFFIC CURB AND GUTTER

PLASTIC LINE

SAWCUT

TEMPORARY EASEMENT

PLASTIC STOP LINE

PLASTIC CROSSWALK

PLASTIC SHARROW SYMBOL

PLASTIC BIKE LANE SYMBOL

GREEN BIKEWAY MARKING

BIKE LANE BUFFER MARKING

PROTECTED BIKEWAY PLASTIC CURBING
WITH DELINEATOR

DELINEATOR

PLASTIC BIKE CROSSING

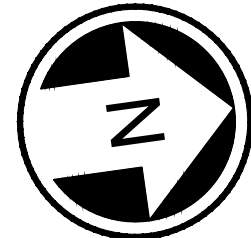
SINGLE DASH LINE BIKE LANE STRIPING

HMA SPEED HUMP AND
SPEED HUMP SYMBOL

LOW PROFILE PLASTIC CURBING

LOW PROFILE PLASTIC CURBING WITH
DELINEATORS

DRAFT
PRINT



SCALE IN FEET

AHJ: #####

PACKAGE # #####

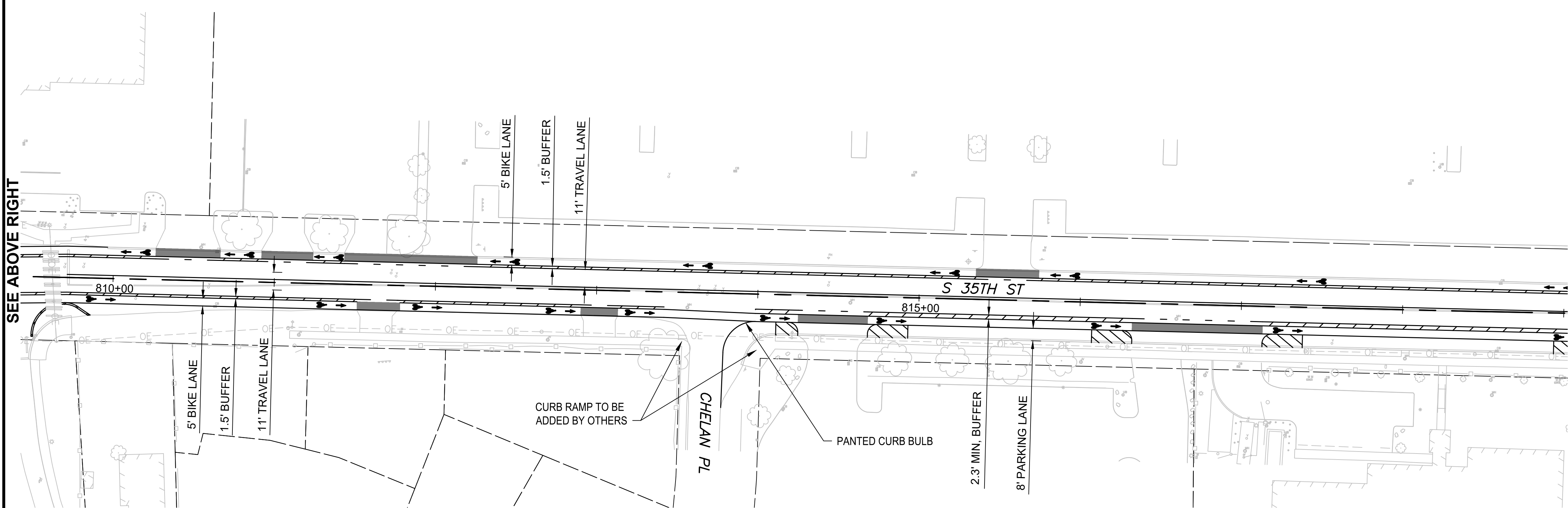
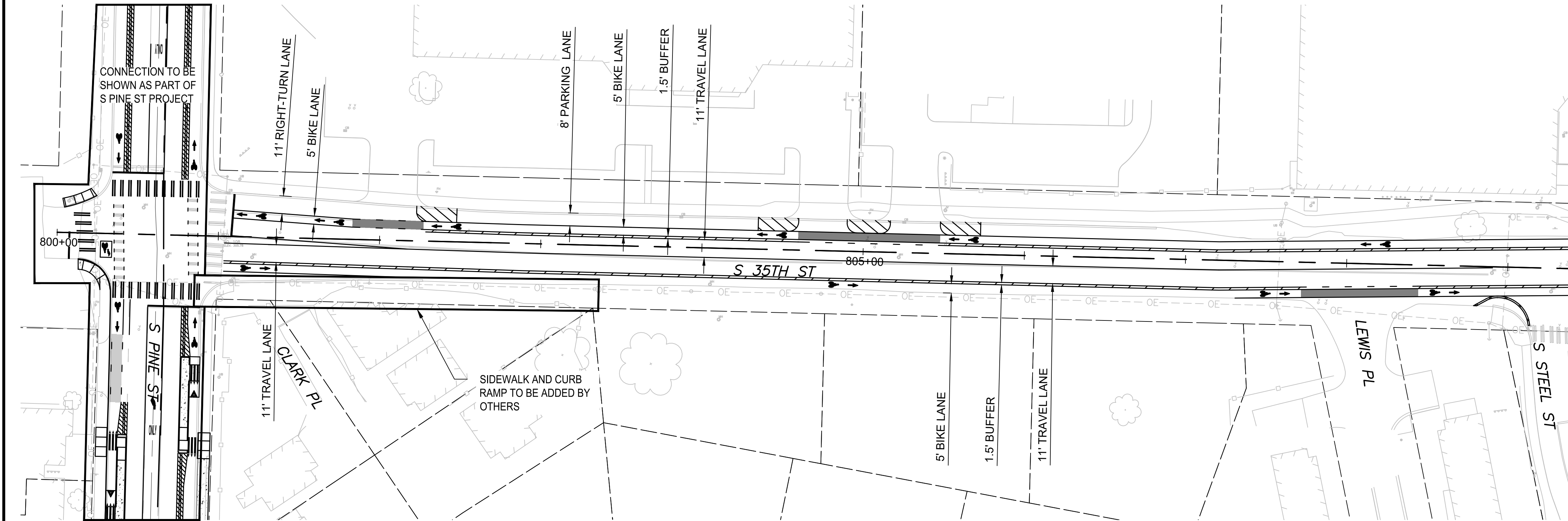
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	B. MAY
DRAWN BY:	B. WILLIAMS
CHECKED BY:	R. PARKER
APPROVED BY:	B. AGAN

						SCALE: 1"=40'	SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S SPRAGUE AVE CITY OF TACOMA		DRAWING No.: 052-CRP025
SUBMITTED BY:		DATE:		REVIEWED BY:		FILENAME: STRA-30-CRP021-32			FACILITY ID: ###
T. GONZALES		6/16/2023		K. YOUSSEF		CONTRACT No.: RTA/LR #			SHEET No.: #
						DATE: 06/16/2023			REV: ####

Xrefs:
xSTRA--VRX001
xSTRA--40--CRP400
ST--1922x34
xSTRA--VOP001
xSTRA--VOP002
xSTRA--VOP003
xSTRA--VOP004
xSTRA--VSF001
STRA--GEN--SHTNOTES
xSTRA--30--CRP300
xSTRA--50--CRP500
xSTRA--10--CRP100
xSTRA--20--CRP200

06/16/23 | 4:49 PM | WILLIBRE
U:\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989SVCS\CADD\DWG\STRA-40-CRP033-42.DWG



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

RESTORATION CEMENT CONC PVMT

LANDSCAPING

CEMENT CONC SIDEWALK

CEMENT CONC. TRAFFIC CURB AND GUTTER

PLASTIC LINE

SAWCUT

TEMPORARY EASEMENT

PLASTIC STOP LINE

PLASTIC CROSSWALK

PLASTIC SHARROW SYMBOL

PLASTIC BIKE LANE SYMBOL

GREEN BIKEWAY MARKING

BIKE LANE BUFFER MARKING

PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR

DELINEATOR

PLASTIC BIKE CROSSING

SINGLE DASH LINE BIKE LANE STRIPING



HMA SPEED HUMP AND SPEED HUMP SYMBOL

LOW PROFILE PLASTIC CURBING

LOW PROFILE PLASTIC CURBING WITH DELINEATORS

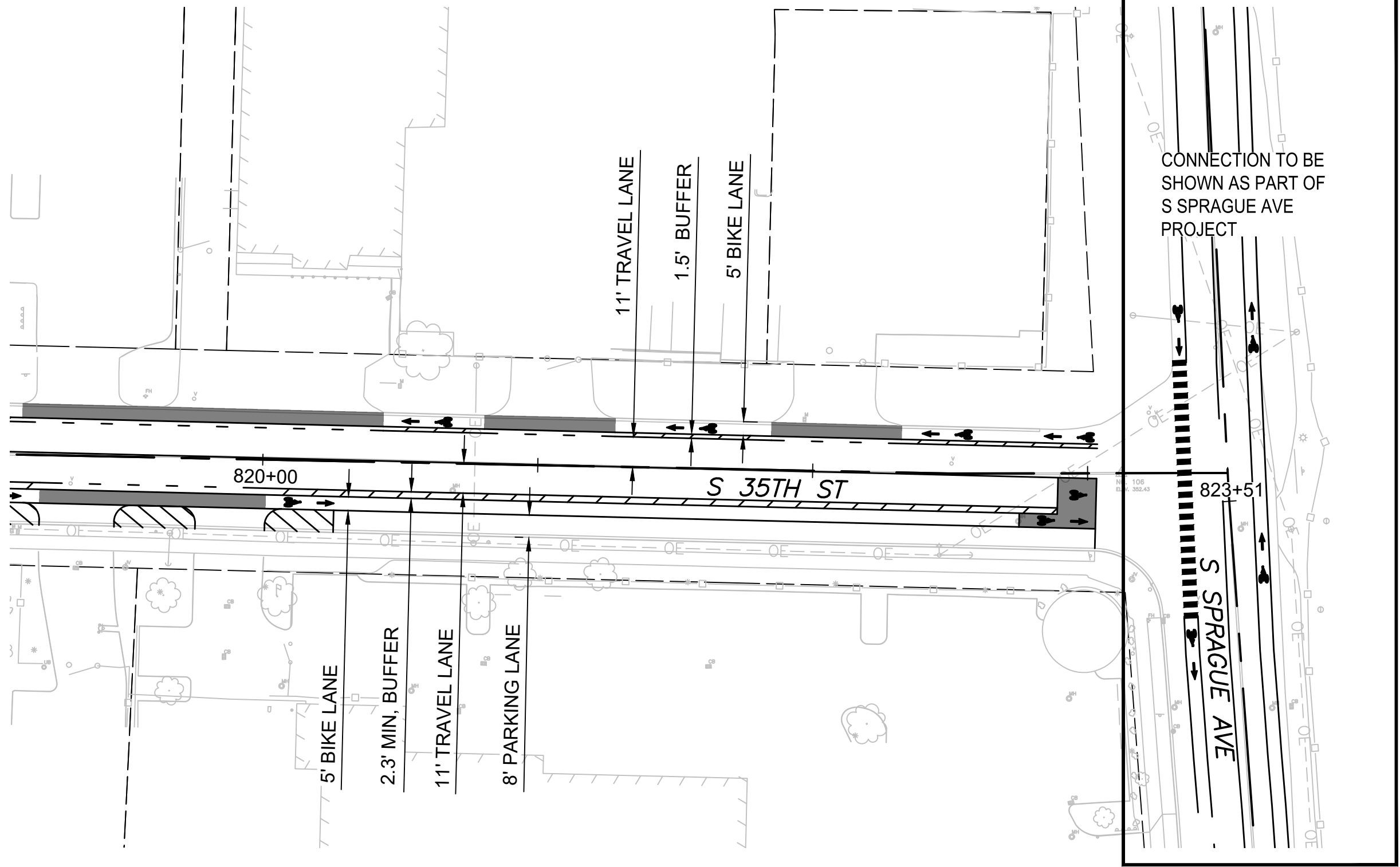
DRAFT PRINT

SCALE IN FEET

						AHJ: #####				PACKAGE # #####		<div>SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S 35TH ST CITY OF TACOMA</div>				DRAWING No.: 052-CRP026	
						<div>DESIGNED BY: B. MAY DRAWN BY: B. WILLIAMS CHECKED BY: R. PARKER APPROVED BY: B. AGAN</div>		<div><div><p>Parametrix ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</p></div><div><div>SUBMITTED BY: T. GONZALES</div><div>DATE: 6/14/2023</div></div><div><div><p>DAVID EVANS AND ASSOCIATES INC. 2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</p></div><div><div>REVIEWED BY: K. YOUSSEF</div><div>DATE: #</div></div></div></div>		SCALE: 1"=40'						FACILITY ID: ###	
										FILENAME: STRA-40-CRP033-42						CONTRACT No.: RTA/LR #	
										DATE: 06/14/2023						SHEET No.: #	
																REV: ####	
No.	DATE	DSN	CHK	APP	REVISION												

Xrefs:
xSTRA--VRX001
xSTRA--40--CRP400
ST--1B22x34
xSTRA--VOP001
xSTRA--VOP002
xSTRA--VOP003
xSTRA--VOP004
xSTRA--VSF001
STRA--GEN--SHTNOTES
xSTRA--30--CRP300
xSTRA--50--CRP500
xSTRA--10--CRP100
xSTRA--20--CRP200

SEE DWG 052-CRP026



CONSTRUCTION NOTES:

- 1 INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
- 2 INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
- 3 NOT USED.
- 4 INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
- 5 INSTALL PLANTER STRIP .
- 6 INSTALL RETAINING WALL.
- 7 INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
- 8 NOT USED.
- 9 NOT USED.
- 10 INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
- 11 INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
- 12 INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
- 13 INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

- 1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
- 2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
- 3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
- 4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
- 5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
- 6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

RESTORATION CEMENT CONC PVMT

LANDSCAPING

CEMENT CONC SIDEWALK

CEMENT CONC. TRAFFIC CURB AND GUTTER

PLASTIC LINE

SAWCUT

TEMPORARY EASEMENT

PLASTIC STOP LINE

PLASTIC CROSSWALK

PLASTIC SHARROW SYMBOL

PLASTIC BIKE LANE SYMBOL

GREEN BIKEWAY MARKING

BIKE LANE BUFFER MARKING

PROTECTED BIKEWAY PLASTIC CURBING
WITH DELINEATOR

DELINEATOR

PLASTIC BIKE CROSSING

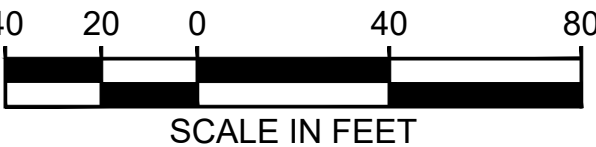
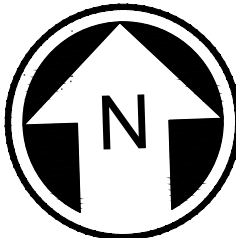
SINGLE DASH LINE BIKE LANE STRIPING





HMA SPEED HUMP AND
SPEED HUMP SYMBOL

LOW PROFILE PLASTIC CURBING

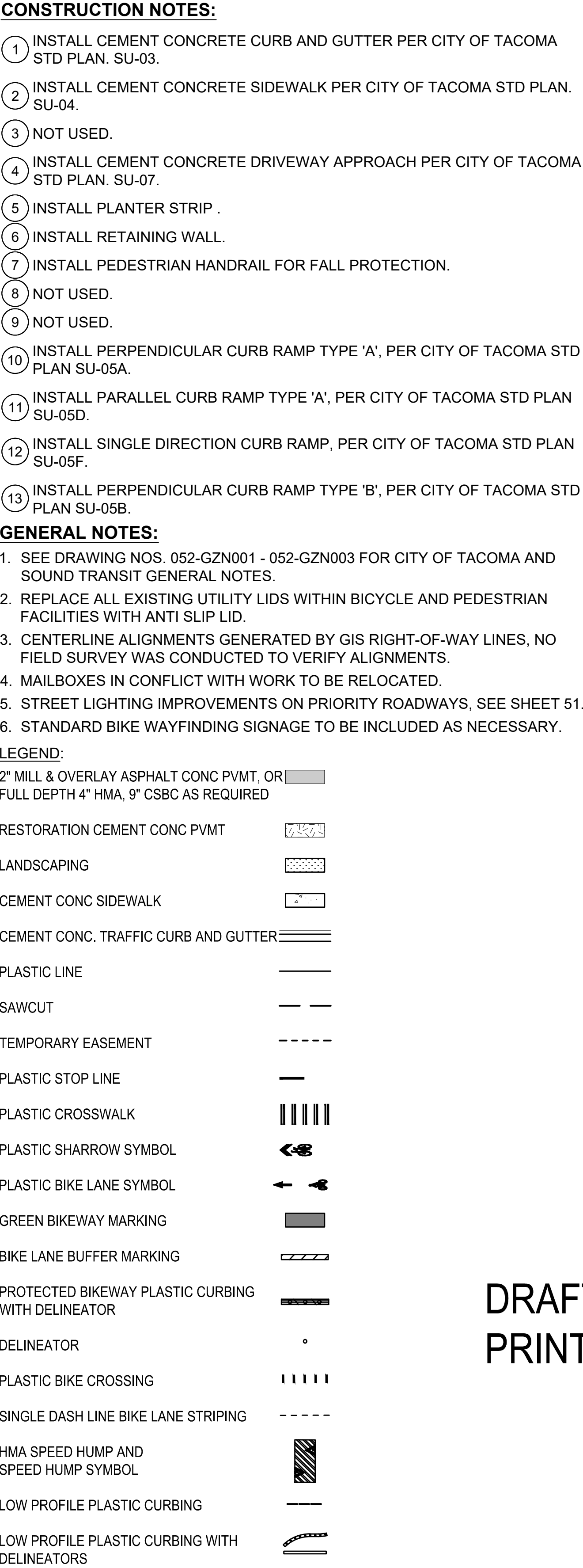
LOW PROFILE PLASTIC CURBING WITH
DELINEATORS

DRAFT
PRINT



AHJ: #####					PACKAGE # #####						
<div> ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div> <div></div>		<div> DAVID EVANS AND ASSOCIATES INC. 2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div>		<div>LINE IS 1" AT FULL SCALE</div>	<div> SOUNDTRANSIT</div>	SCALE: 1"=40'	<div>SOUTH TACOMA STATION IMPROVEMENTS</div> <div>PHASE 2</div> <div>CIVIL S 35TH ST CITY OF TACOMA</div>			DRAWING No.: 052-CRP027	
						FILENAME: STRA-40-CRP033-42				FACILITY ID: ###	
						CONTRACT No.: RTA/LR #				SHEET No.: REV:	
						DATE: 06/14/2023				# ###	
SUBMITTED BY: T. GONZALES		DATE: 6/14/2023	REVIEWED BY: K. YOUSSEF		DATE: #						

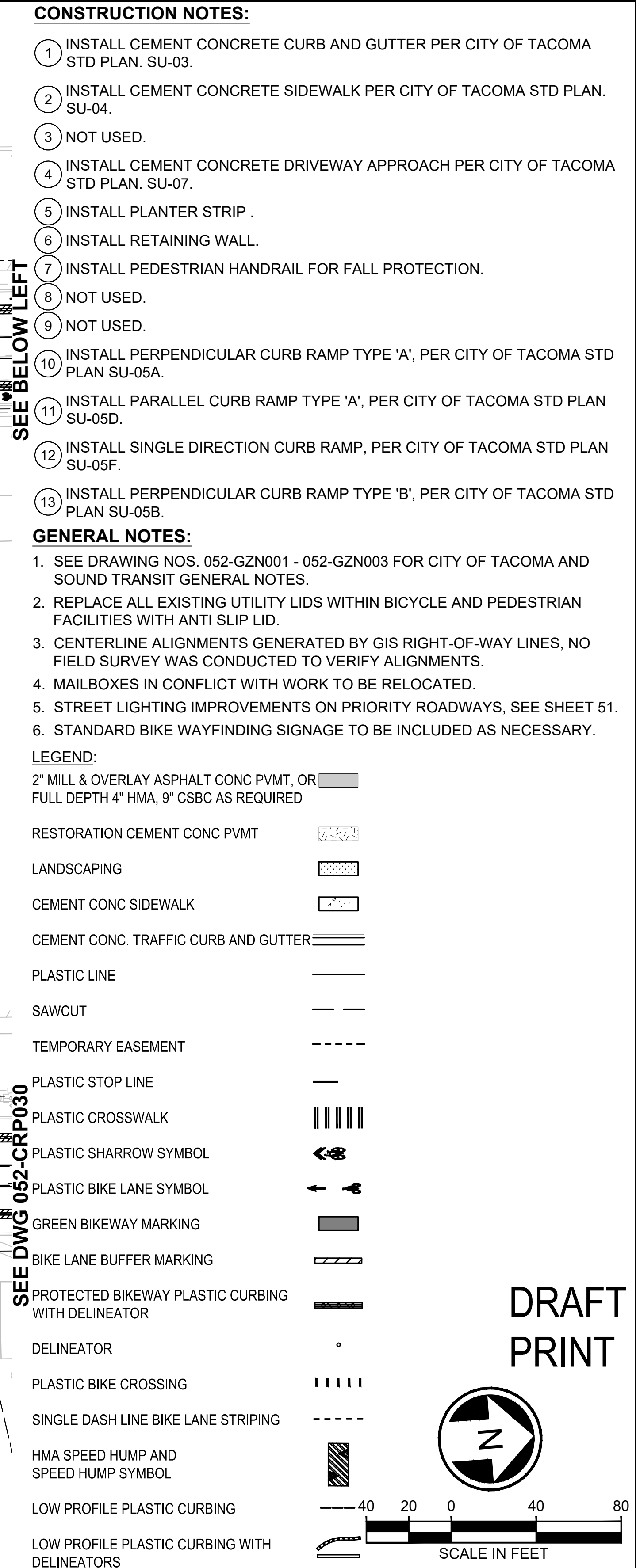
06/16/23 | 5:16 PM | WILLBRE
U:\POLPROJECTS\CLIENTS\3012-052 SOUTHCOMASTATION\PH02199S\VCSS\ADDIDWG\STRA-30-CRP021_32.DWG



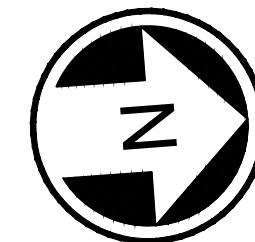
DRAFT
PRINT

						AHJ: #####				PACKAGE # #####															
						DESIGNED BY: J. CROFOOT		<div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div>		<div><div>DE</div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div>		<div>LINE IS 1" AT FULL SCALE</div>		<div><div>TS</div><div>SOUNDTRANSIT</div></div>		SCALE: 1"=40'		<div><div>SOUTH TACOMA STATION IMPROVEMENTS</div><div>PHASE 2</div><div>CIVIL S PINE ST CITY OF TACOMA</div></div>				DRAWING No.: 052-CRP028			
						DRAWN BY: B. WILLIAMS										FILENAME: STRA-30-CRP021-32						FACILITY ID: ###			
						CHECKED BY: R. PARKER										CONTRACT No.: RTA/LR #						SHEET No.: #		REV: ###	
						APPROVED BY: B. AGAN										DATE: 6/16/2023						REVIEWED BY: K. YOUSSEF		DATE: #	
No.	DATE	DSN	CHK	APP	REVISION			SUBMITTED BY: T. GONZALES		DATE: 6/16/2023		REVIEWED BY: K. YOUSSEF		DATE: #		06/16/2023									

06/16/23 | 5:14 PM | WILLIBRE
J:\IP\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTHCOMASTATION\PH02\99SY\CS\CADD\DWG\STRA-30-CRP021-32.DWG



DRAFT
PRINT



A horizontal number line is shown with tick marks at 0, 40, and 80. The region between 0 and 40 is shaded black. Below the number line, the text "SCALE IN FEET" is written.

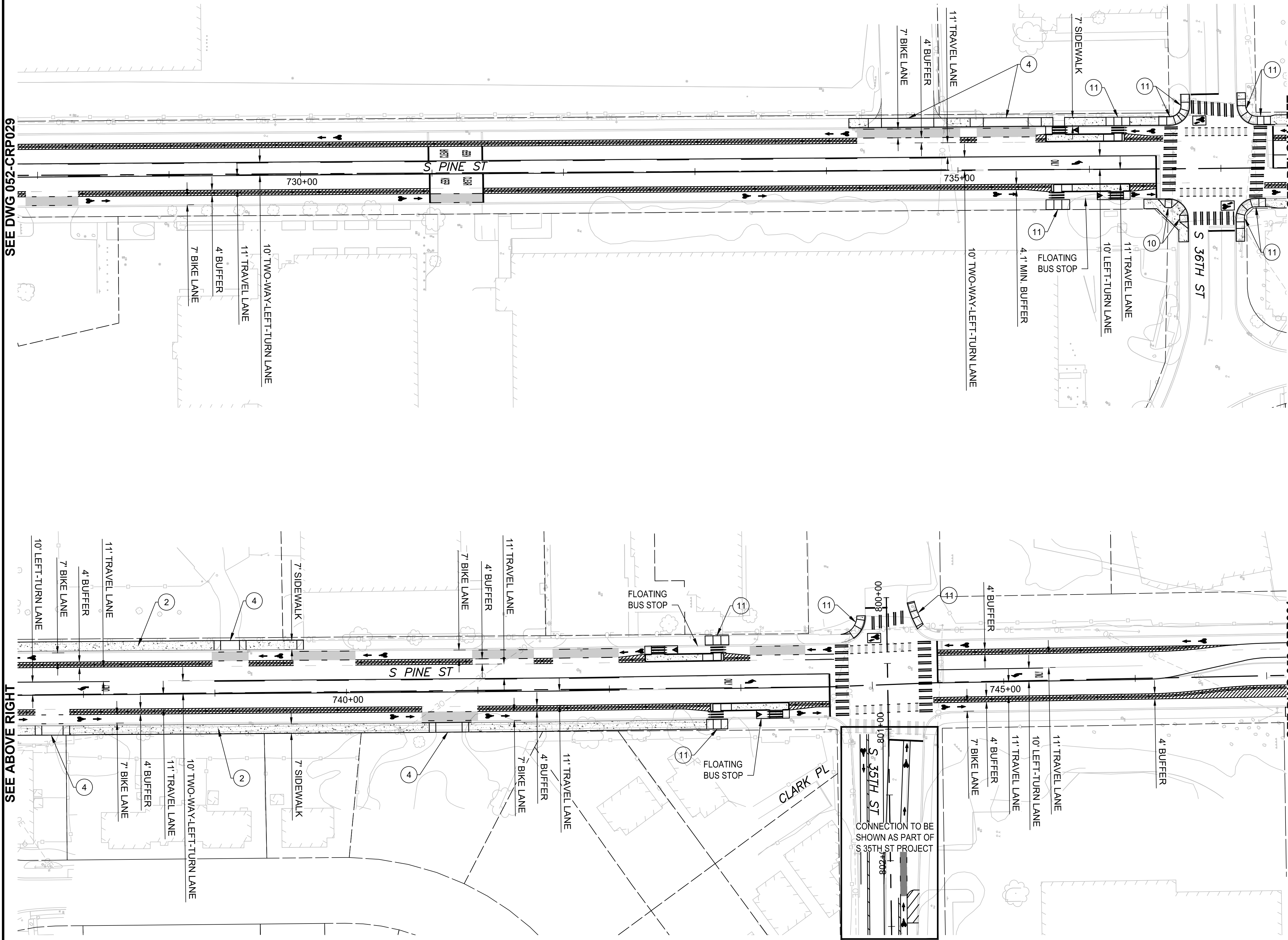
						AHJ: #####				PACKAGE # #####											
						DESIGNED BY: J. CROFOOT		<div><div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div><div><div>DAVID EVANS ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div></div>	<div>LINE IS 1" AT FULL SCALE</div>	<div><div></div><div>SOUNDTRANSIT</div></div>	SCALE: 1"=40'		SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S PINE ST CITY OF TACOMA		DRAWING No.: 052-CRP029						
					DRAWN BY: B. WILLIAMS		FILENAME: STRA-30-CRP021-32				FACILITY ID: ###										
					CHECKED BY: R. PARKER		CONTRACT No.: RTA/LR #				SHEET No.: #										
					APPROVED BY:		DATE:				REV:										
					B. AGAN		T. GONZALES				6/16/2023				K. YOUSSEF		#		06/16/2023		#
No.	DATE	DSN	CHK	APP	REVISION																

Xrefs:
xSTRA-VRX001
xSTRA-30-CRP300
xSTRA-VOP001
xSTRA-VOP002
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSP001
STRA-GEN-SHTNOTES
xSTRA-40-CRP400
GB-TB22x34

06/16/23 | 5:11 PM | WILLIBRE
U:\PSO\PROJECTS\CLIENTS\3012-052 SOUTH TACOMA STATION\PH02\98SVCS\CADD\DWG\STRA-30-CRP021-32.DWG

SEE DWG 052-CRP029

SEE ABOVE RIGHT



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

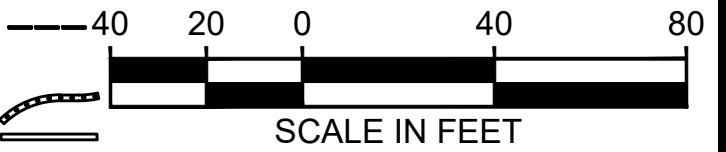
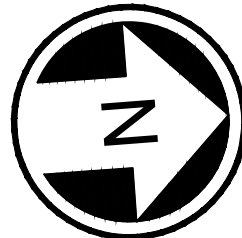
1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.



LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

- RESTORATION CEMENT CONC PVMT
- LANDSCAPING
- CEMENT CONC SIDEWALK
- CEMENT CONC. TRAFFIC CURB AND GUTTER
- PLASTIC LINE
- SAWCUT
- TEMPORARY EASEMENT
- PLASTIC STOP LINE
- PLASTIC CROSSWALK
- PLASTIC SHARROW SYMBOL
- PLASTIC BIKE LANE SYMBOL
- GREEN BIKEWAY MARKING
- BIKE LANE BUFFER MARKING
- PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR
- DELINEATOR
- PLASTIC BIKE CROSSING
- SINGLE DASH LINE BIKE LANE STRIPING
- HMA SPEED HUMP AND SPEED HUMP SYMBOL
- LOW PROFILE PLASTIC CURBING
- LOW PROFILE PLASTIC CURBING WITH DELINEATORS

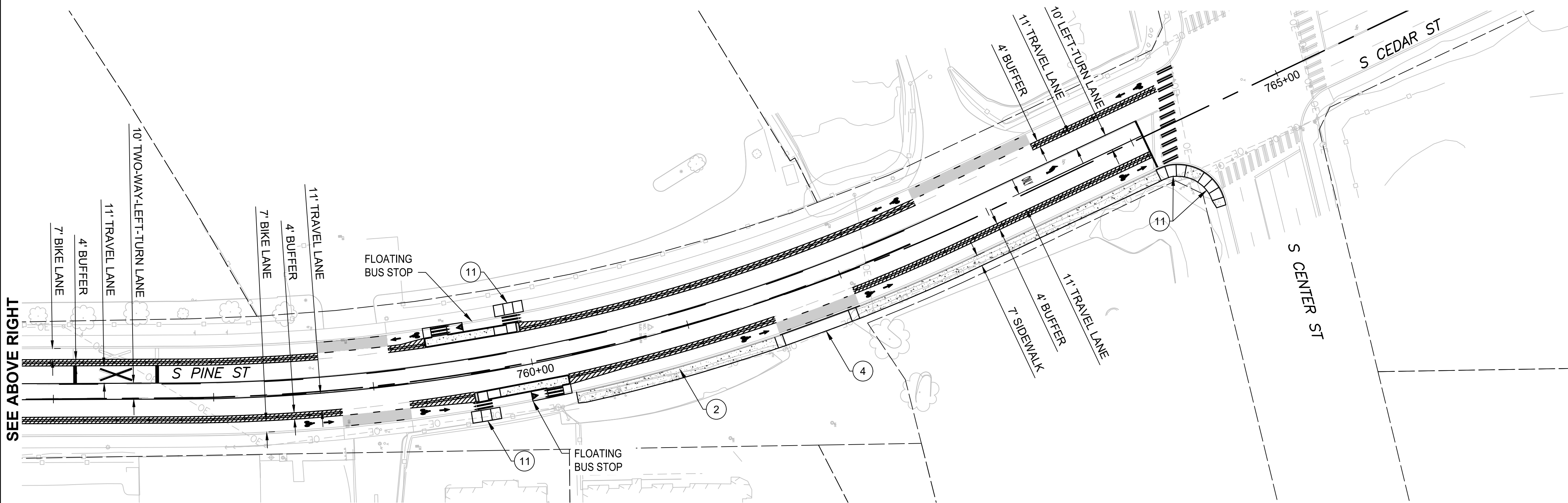
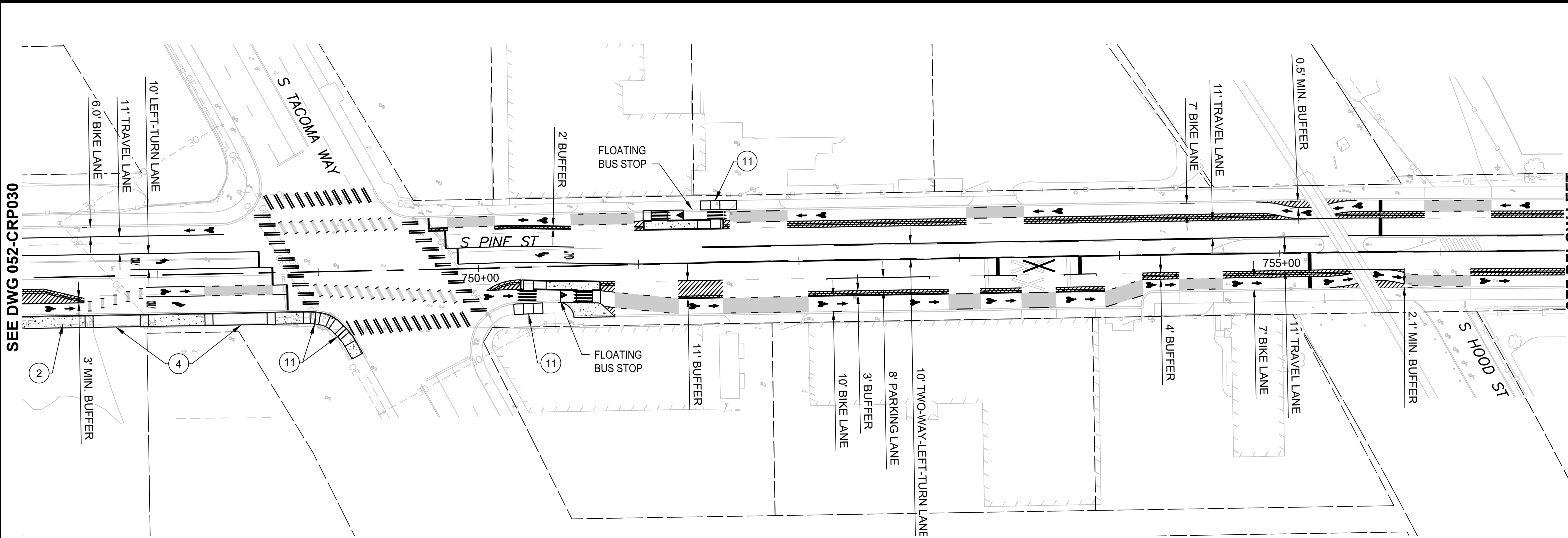
DRAFT
PRINT



AHJ: #####					PACKAGE # #####								
	<div>Parametrix</div> <div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div> <div></div>		<div>DAVID EVANS AND ASSOCIATES INC. 2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div>		<div>LINE IS 1" AT FULL SCALE</div>	<div>SOUNDTRANSIT</div>		SCALE: 1"=40'		<div>SOUTH TACOMA STATION IMPROVEMENTS</div> <div>PHASE 2</div> <div>CIVIL S PINE ST CITY OF TACOMA</div>		DRAWING No.: 052-CRP030	
								FILENAME: STRA-30-CRP021-32				FACILITY ID: ###	
								CONTRACT No.: RTA/LR #				SHEET No.: #	
	SUBMITTED BY: T. GONZALES		DATE: 6/16/2023		REVIEWED BY: K. YOUSSEF		DATE: #		REV: ###				

Xrefs:
xSTRA--VRX001
xSTRA--30--CRP300
xSTRA--VOP001
xSTRA--VOP002
xSTRA--VOP003
xSTRA--VOP004
xSTRA--VSF001
STRA--GEN--SHTNOTES
xSTRA--40--CRP400
GB--TB22x34

06/16/23 | 4:57 PM | WILLIBRE
U:\PSO\PROJECTS\CLIENTS\3012-052 SOUTH TACOMA STATION\PH02\98SVCS\CADD\DWG\STRA-30-CRP021-32.DWG



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

RESTORATION CEMENT CONC PVMT

LANDSCAPING

CEMENT CONC SIDEWALK

CEMENT CONC. TRAFFIC CURB AND GUTTER

PLASTIC LINE

SAWCUT

TEMPORARY EASEMENT

PLASTIC STOP LINE

PLASTIC CROSSWALK

PLASTIC SHARROW SYMBOL

PLASTIC BIKE LANE SYMBOL

GREEN BIKEWAY MARKING

BIKE LANE BUFFER MARKING

PROTECTED BIKEWAY PLASTIC CURBING
WITH DELINEATOR

DELINEATOR

PLASTIC BIKE CROSSING

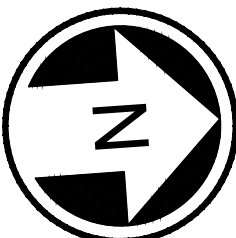
SINGLE DASH LINE BIKE LANE STRIPING

HMA SPEED HUMP AND
SPEED HUMP SYMBOL

LOW PROFILE PLASTIC CURBING

LOW PROFILE PLASTIC CURBING WITH
DELINEATORS

**DRAFT
PRINT**



AHJ: #####

PACKAGE # #####

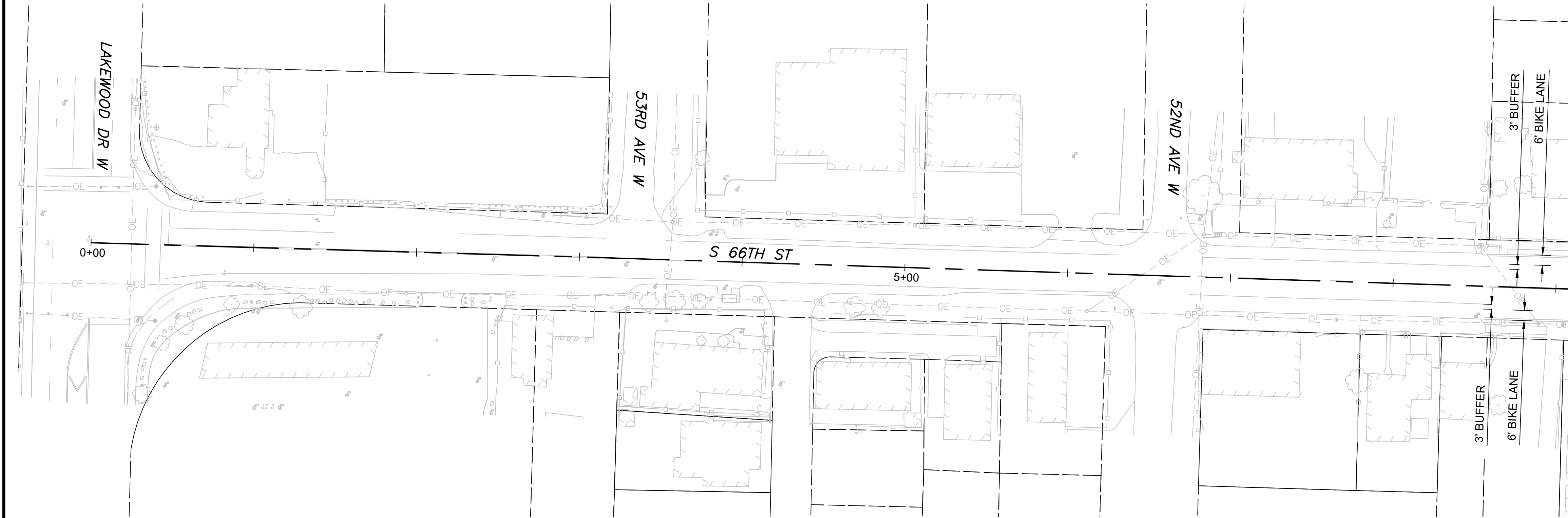
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: #####
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

Parametrix ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES		DAVID EVANS AND ASSOCIATES INC. 2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781		SOUND TRANSIT		SCALE: 1"=40'	SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S PINE ST CITY OF TACOMA		DRAWING No.: 052-CRP031
SUBMITTED BY: T. GONZALES		DATE: 6/16/2023		REVIEWED BY: K. YOUSSEF		FILENAME: STRA-30-CRP021-32			FACILITY ID: ###
DATE: #		DATE: #		DATE: 06/16/2023		CONTRACT No.: RTA/LR #			SHEET No.: #
									REV: ####

Xrefs:
xSTRA-VRX001
xSTRA-40-CRP400
ST-1822x34
xSTRA-VOP001
xSTRA-VOP002
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-30-CRP300
xSTRA-50-CRP500
xSTRA-10-CRP100
xSTRA-20-CRP200

06/16/23 | 9:17 AM | WILLIBRE
U:\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\959\VC\SC\CADD\DWG\STRA-40-CRP033-42.DWG



CONSTRUCTION NOTES:

- 1 INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
- 2 INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
- 3 NOT USED.
- 4 INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
- 5 INSTALL PLANTER STRIP .
- 6 INSTALL RETAINING WALL.
- 7 INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
- 8 NOT USED.
- 9 NOT USED.
- 10 INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
- 11 INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
- 12 INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
- 13 INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

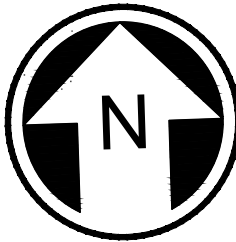
GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

- RESTORATION CEMENT CONC PVMT
- LANDSCAPING
- CEMENT CONC SIDEWALK
- CEMENT CONC. TRAFFIC CURB AND GUTTER
- PLASTIC LINE
- SAWCUT
- TEMPORARY EASEMENT
- PLASTIC STOP LINE
- PLASTIC CROSSWALK
- PLASTIC SHARROW SYMBOL
- PLASTIC BIKE LANE SYMBOL
- GREEN BIKEWAY MARKING
- BIKE LANE BUFFER MARKING
- PROTECTED BIKEWAY PLASTIC CURBING
WITH DELINEATOR
- DELINEATOR
- PLASTIC BIKE CROSSING
- SINGLE DASH LINE BIKE LANE STRIPING
- HMA SPEED HUMP AND
SPEED HUMP SYMBOL
- LOW PROFILE PLASTIC CURBING
- LOW PROFILE PLASTIC CURBING WITH
DELINEATORS



DRAFT
PRINT

						AHJ: #####				PACKAGE # #####							
						DESIGNED BY:	<div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div><div></div></div></div>	<div><div>DE</div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div>	<div>LINE IS 1" AT FULL SCALE</div>	<div><div>T</div><div>SOUNDTRANSIT</div></div>	SCALE: 1"=40'	<div><div>SOUTH TACOMA STATION IMPROVEMENTS</div><div>PHASE 2</div><div>CIVIL</div><div>S 66TH ST</div><div>CITY OF TACOMA</div></div>	DRAWING No.:				
					DRAWN BY:	052-CRP032											
					B. WILLIAMS	FACILITY ID:											
					CHECKED BY:	###											
					R. PARKER	SHEET No.:											
					APPROVED BY:	DATE:	REVIEWED BY:	DATE:			REV:						
No.	DATE	DSN	CHK	APP	REVISION	B. AGAN	SUBMITTED BY: T. GONZALES	6/14/2023	K. YOUSSEF	#	06/14/2023	#	###				

06/16/23 | 9:19 AM | WILLIBRE
 U:\P\PROJECTS\CLIENTS\3012-057 SOUTHACOMASTATIONPH02\99SVCS\CADD\DWG\STRA-40-CRP033-42.DWG



SEE ABOVE RIGHT

- 1 INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
- 2 INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
- 3 NOT USED.
- 4 INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
- 5 INSTALL PLANTER STRIP .
- 6 INSTALL RETAINING WALL.
- 7 INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
- 8 NOT USED.
- 9 NOT USED.
- 10 INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
- 11 INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
- 12 INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
- 13 INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

LANDSCAPING

CEMENT CONC. TRAFFIC CURB AND GUTTER=====

SAWCUT — —

PLASTIC STOP LINE —

PLASTIC SHARROW SYMBOL

GREEN BIKEWAY MARKING

PROTECTED BIKEWAY PLASTIC CURBING

DELINEATOR

SINGLE BASELINE BIKELANE STRIPPING

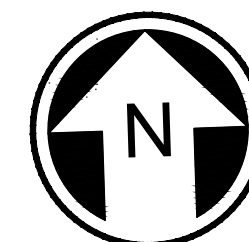
LOW PROFILE PLASTIC CURBING

LOW PROFILE PLASTIC CURBING WITH

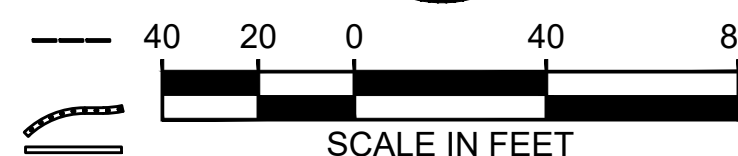
SCALE:	
--------	--

CIVIL
S 66TH ST
CITY OF TACOMA

###

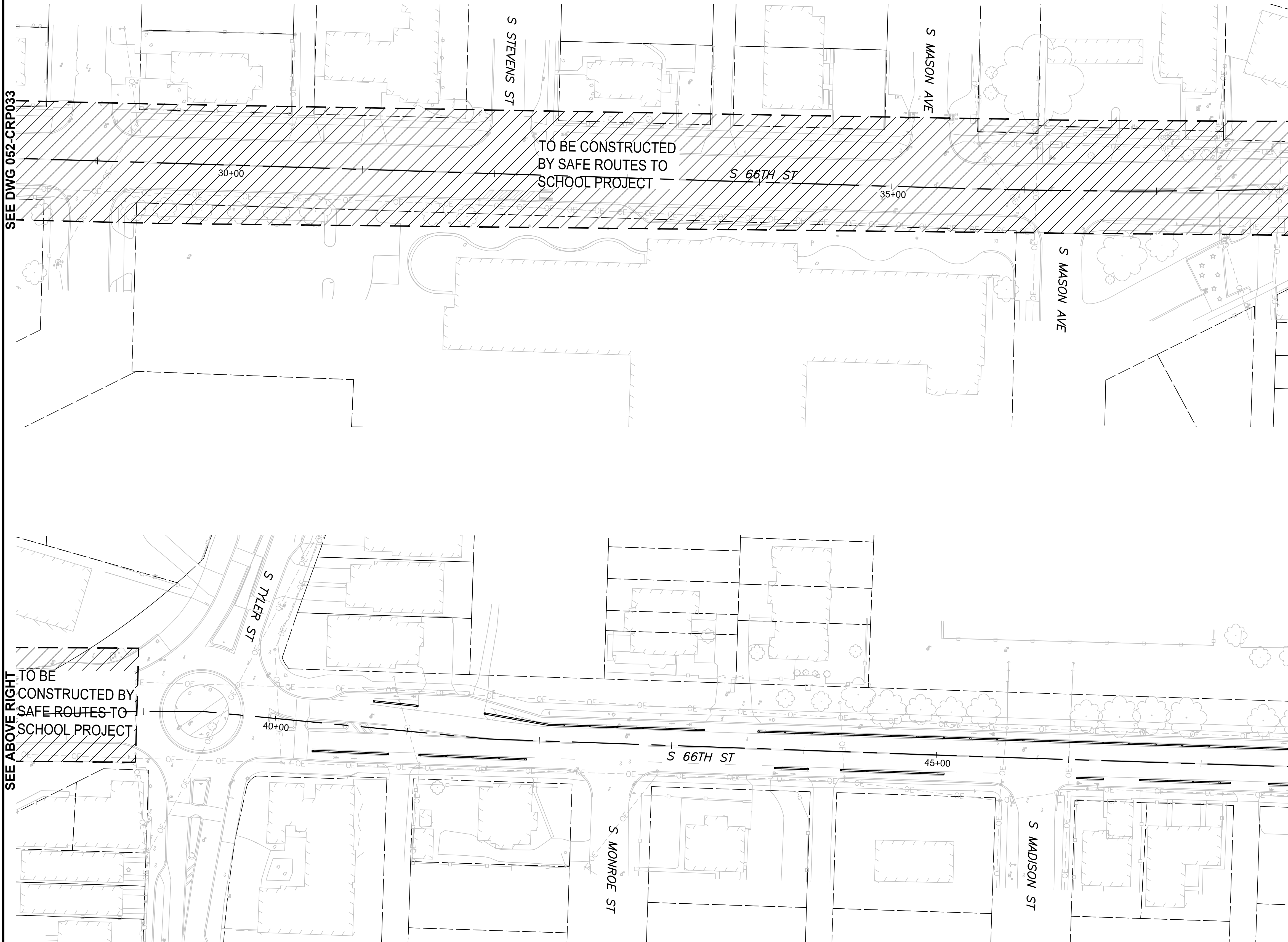


DRAFT
PRINT



Xrefs:
xSTRA-VRX001
xSTRA-40-CRP400
ST-1B22x34
xSTRA-VOP001
xSTRA-VOP002
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-30-CRP300
xSTRA-30-CRP500
xSTRA-10-CRP100
xSTRA-20-CRP200

06/16/23 | 9:20 AM | WILLIBRE
U:\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989\SVCS\CADD\DWG\STRA-40-CRP033-42.DWG



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

RESTORATION CEMENT CONC PVMT

LANDSCAPING

CEMENT CONC SIDEWALK

CEMENT CONC. TRAFFIC CURB AND GUTTER

PLASTIC LINE

SAWCUT

TEMPORARY EASEMENT

PLASTIC STOP LINE

PLASTIC CROSSWALK

PLASTIC SHARROW SYMBOL

PLASTIC BIKE LANE SYMBOL

GREEN BIKEWAY MARKING

BIKE LANE BUFFER MARKING

PROTECTED BIKEWAY PLASTIC CURBING
WITH DELINEATOR

DELINEATOR

PLASTIC BIKE CROSSING

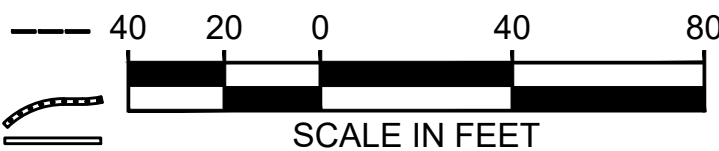
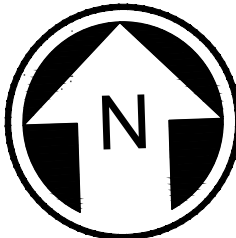
SINGLE DASH LINE BIKE LANE STRIPING

HMA SPEED HUMP AND
SPEED HUMP SYMBOL

LOW PROFILE PLASTIC CURBING

LOW PROFILE PLASTIC CURBING WITH
DELINEATORS

DRAFT
PRINT



AHJ: #####

PACKAGE # #####

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	B. MAY
DRAWN BY:	B. WILLIAMS
CHECKED BY:	R. PARKER
APPROVED BY:	B. AGAN

Parametrix
ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES

SUBMITTED BY:
T. GONZALES

DATE:
6/14/2023



**DAVID EVANS
AND ASSOCIATES INC.**
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

REVIEWED BY:
K. YOUSSEF

LINE IS 1" AT
FULL SCALE



DATE:
#

SCALE: 1"=40'
FILENAME: STRA-40-CRP033-42
CONTRACT No.: RTA/LR #
DATE: 06/14/2023

**SOUTH TACOMA STATION
IMPROVEMENTS**
PHASE 2

CIVIL
S 66TH ST
CITY OF TACOMA

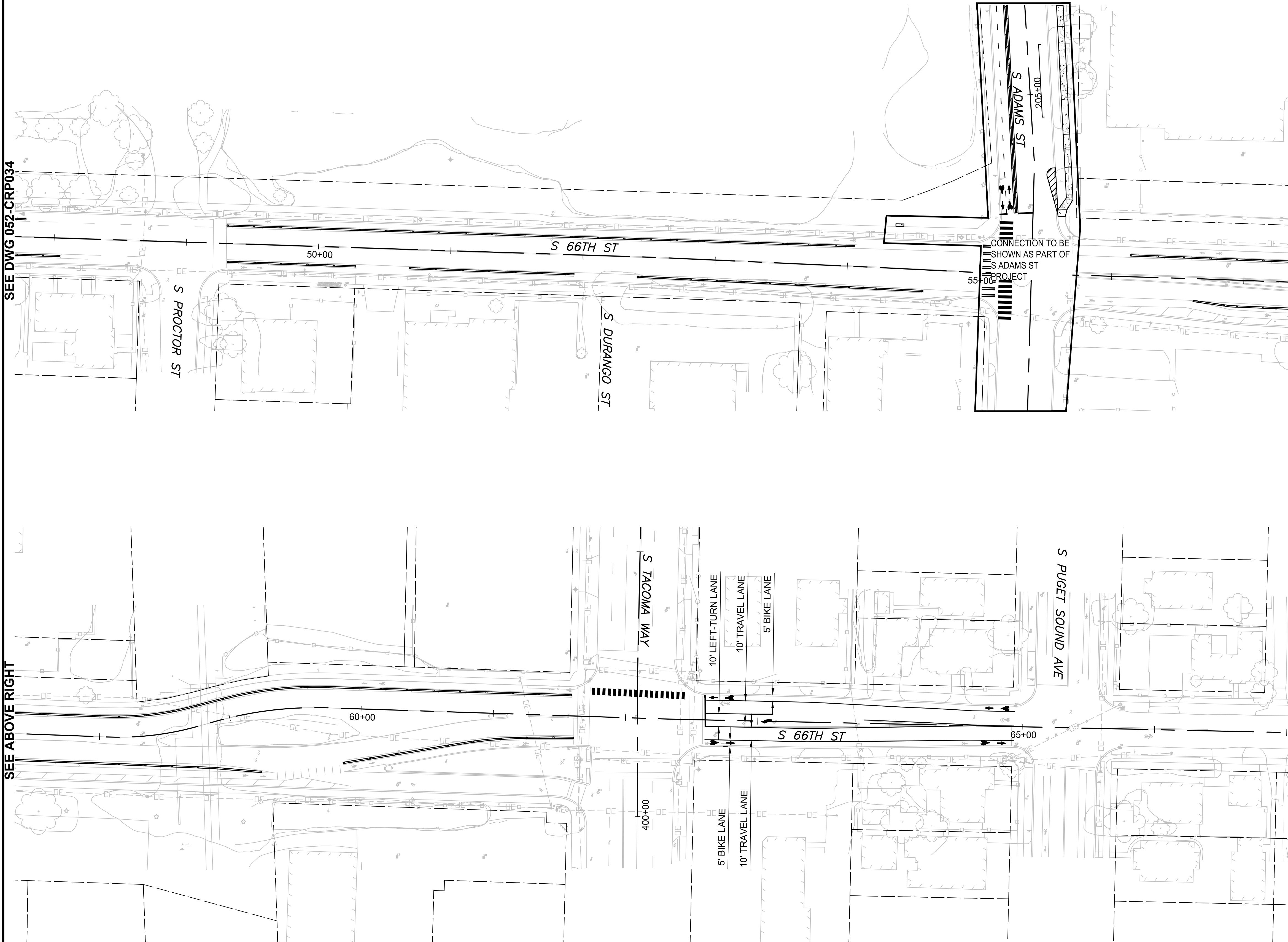
DRAWING No.:	052-CRP034
FACILITY ID:	###
SHEET No.:	#
REV:	####

Xrefs:
xSTRA-VRX001
ST-TB22x34
xSTRA-VSF001
xSTRA-SURF
xSTRA-VOP001
xSTRA-VOP003
xSTRA-VOP002
xSTRA-VOP004
xSTRA-50-CRP500
STRA-GEN-SHINOTES
xSTRA-40-CRP400
xSTRA-30-CRP300
xSTRA-10-CRP100
xSTRA-20-CRP200

06/16/23 | 9:27 AM | WILLIBRE
U:\PSO\PROJECTS\CLIENTS\3012\052 SOUTH TACOMA STATION\PH02\989SVCS\CADD\DWG\STRA-44-CRP043-48.DWG

SEE DWG 052-CRP034

SEE ABOVE RIGHT



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

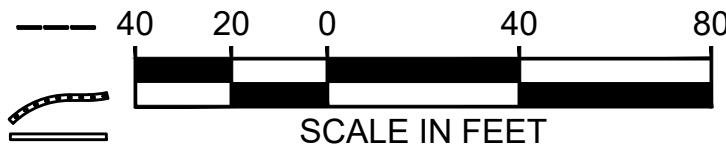
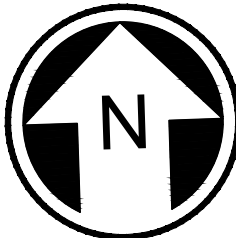
1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

- RESTORATION CEMENT CONC PVMT
- LANDSCAPING
- CEMENT CONC SIDEWALK
- CEMENT CONC. TRAFFIC CURB AND GUTTER
- PLASTIC LINE
- SAWCUT
- TEMPORARY EASEMENT
- PLASTIC STOP LINE
- PLASTIC CROSSWALK
- PLASTIC SHARROW SYMBOL
- PLASTIC BIKE LANE SYMBOL
- GREEN BIKEWAY MARKING
- BIKE LANE BUFFER MARKING
- PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR
- DELINEATOR
- PLASTIC BIKE CROSSING
- SINGLE DASH LINE BIKE LANE STRIPING
- HMA SPEED HUMP AND SPEED HUMP SYMBOL
- LOW PROFILE PLASTIC CURBING
- LOW PROFILE PLASTIC CURBING WITH DELINEATORS

DRAFT
PRINT



AHJ: #####

PACKAGE # #####



No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: B. MAY
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

						SCALE: 1"=40'	SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S 66TH ST CITY OF TACOMA		DRAWING No.: 052-CRP035
SUBMITTED BY: T. GONZALES		DATE: 6/14/2023		REVIEWED BY: K. YOUSSEF		FILENAME: STRA-44-CRP043-48			FACILITY ID: ###
						CONTRACT No.: RTA/LR #			SHEET No.: #
						DATE: 06/14/2023			REV: ####

J:\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTHACOMASTATIONPH02199SVCS\CADD\DWG\STRA-20-CRP011-20.DWG



- DRAFT
PRINT
- 
- 
- 0 40 80
SCALE IN FEET

						AHJ: #####				PACKAGE # #####						
						DESIGNED BY: #####		<div><div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div><div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div></div>	<div>LINE IS 1" AT FULL SCALE</div>	<div><div></div><div>SOUNDTRANSIT</div></div>	SCALE: 1"=40'		SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S WASHINGTON ST CITY OF TACOMA		DRAWING No.: 052-CRP036	
					DRAWN BY: B. WILLIAMS		FILENAME: STRA-20-CRP011-20				FACILITY ID: ###					
					CHECKED BY: R. PARKER		CONTRACT No.: RTA/LR #				SHEET No.: #					
					APPROVED BY: B. AGAN		DATE: 06/15/2023				REV: ###					
No.	DATE	DSN	CHK	APP	REVISION											

Xrefs:
xSTRA-VRX001
xSTRA-40-CRP400
ST-1822x34
xSTRA-VOP001
xSTRA-VOP002
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-30-CRP300
xSTRA-50-CRP500
xSTRA-10-CRP100
xSTRA-20-CRP200



SEE BELOW LEFT



SEE ABOVE RIGHT

CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

RESTORATION CEMENT CONC PVMT

LANDSCAPING

CEMENT CONC SIDEWALK

CEMENT CONC. TRAFFIC CURB AND GUTTER

PLASTIC LINE

SAWCUT

TEMPORARY EASEMENT

PLASTIC STOP LINE

PLASTIC CROSSWALK

PLASTIC SHARROW SYMBOL

PLASTIC BIKE LANE SYMBOL

GREEN BIKEWAY MARKING

BIKE LANE BUFFER MARKING

PROTECTED BIKEWAY PLASTIC CURBING
WITH DELINEATOR

DELINEATOR

PLASTIC BIKE CROSSING

SINGLE DASH LINE BIKE LANE STRIPING

HMA SPEED HUMP AND
SPEED HUMP SYMBOL

LOW PROFILE PLASTIC CURBING

LOW PROFILE PLASTIC CURBING WITH
DELINEATORS

40 20 0 40 80

SCALE IN FEET

DRAFT
PRINT

AHJ: #####

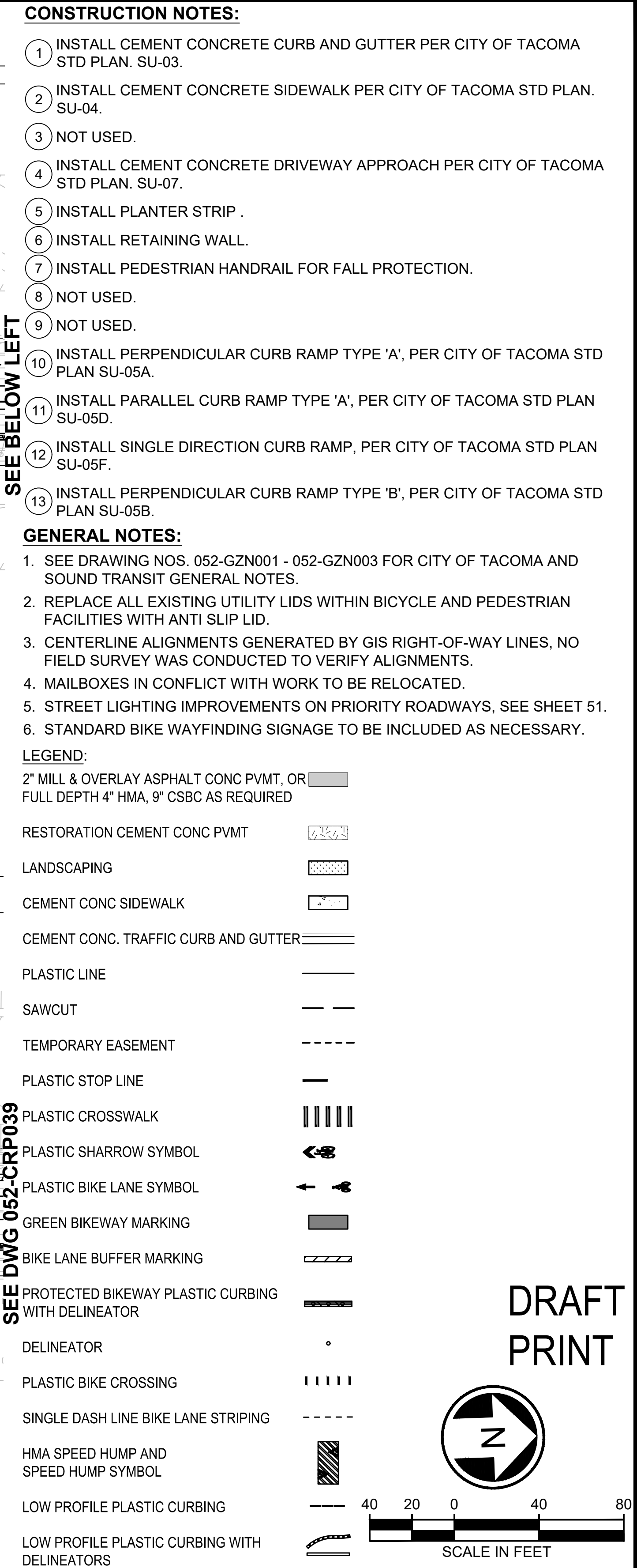
PACKAGE # #####




No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	B. MAY
DRAWN BY:	B. WILLIAMS
CHECKED BY:	R. PARKER
APPROVED BY:	B. AGAN

Parametrix ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES		DAVID EVANS AND ASSOCIATES INC. 2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781		SOUND TRANSIT		SCALE: 1"=40'	SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S UNION AVE AND S 45TH ST CITY OF TACOMA		DRAWING No.: 052-CRP037
SUBMITTED BY: T. GONZALES		DATE: 6/14/2023		REVIEWED BY: K. YOUSSEF		FILENAME: STRA-40-CRP033-42			FACILITY ID: ###
						CONTRACT No.: RTA/LR #			SHEET No.: #
						DATE: 06/14/2023			REV: ####

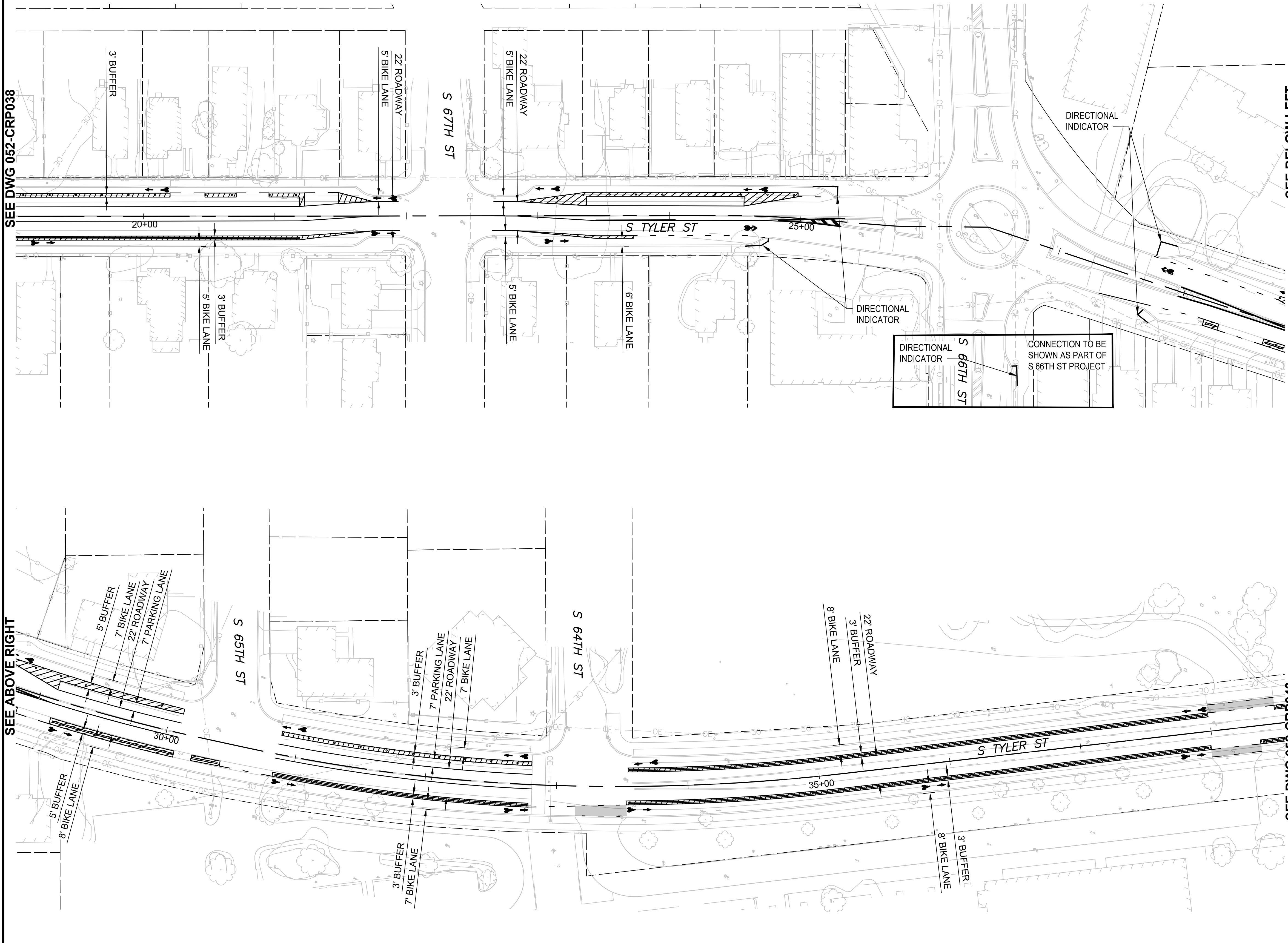
06/16/23 | 9:50 AM | WILLIBRE
U:\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTHACOMASTATIONPH02\99SVCS\CADD\DWG\STRA-10-CRP001-10.DWG



AHJ: #####					PACKAGE # #####						
	 <p>Parametrix ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</p>		 <p>DAVID EVANS AND ASSOCIATES INC. 2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</p>		 <p>SOUNDTRANSIT</p>	SCALE: 1"=40'		<p>SOUTH TACOMA STATION IMPROVEMENTS</p> <p>PHASE 2</p> <p>CIVIL S TYLER ST CITY OF TACOMA</p>		DRAWING No.: 052-CRP038	
						FILENAME: STRA-10-CRP001-10				FACILITY ID: ###	
						CONTRACT No.: RTA/LR #				SHEET No.: REV:	
	SUBMITTED BY: T. GONZALES		DATE: 6/15/2023		REVIEWED BY: K. YOUSSEF		DATE: #				# ###

Xrefs:
xSTRA-VRX001
ST-TB22x34
xSTRA-10-CRP100
xSTRA-VOP002
xSTRA-VOP001
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-VN001
xSTRA-20-CRP200

06/16/23 | 9:51 AM | WILLIBRE
U:\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\98SVCS\CADD\DWG\STRA-10-CRP001-10.DWG



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

RESTORATION CEMENT CONC PVMT	
LANDSCAPING	
CEMENT CONC SIDEWALK	
CEMENT CONC. TRAFFIC CURB AND GUTTER	
PLASTIC LINE	
SAWCUT	
TEMPORARY EASEMENT	
PLASTIC STOP LINE	
PLASTIC CROSSWALK	
PLASTIC SHARROW SYMBOL	
PLASTIC BIKE LANE SYMBOL	
GREEN BIKEWAY MARKING	
BIKE LANE BUFFER MARKING	
PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR	
DELINEATOR	
PLASTIC BIKE CROSSING	
SINGLE DASH LINE BIKE LANE STRIPING	
HMA SPEED HUMP AND SPEED HUMP SYMBOL	
LOW PROFILE PLASTIC CURBING	
LOW PROFILE PLASTIC CURBING WITH DELINEATORS	

40 20 0 40 80
SCALE IN FEET

DRAFT
PRINT

						AHJ: #####		PACKAGE # #####		SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S TYLER ST CITY OF TACOMA				DRAWING No.: 052-CRP039	
						DESIGNED BY: #####		SCALE: 1"=40'						FACILITY ID: ###	
						DRAWN BY: B. WILLIAMS		FILENAME: STRA-10-CRP001-10							
						CHECKED BY: R. PARKER		CONTRACT No.: RTA/LR #						SHEET No.: #	
						APPROVED BY: B. AGAN		DATE: 06/15/2023						REV: ###	
No.	DATE	DSN	CHK	APP	REVISION										

ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES

SUBMITTED BY:

T. GONZALES

DATE:

6/15/2023

REVIEWED BY:

K. YOUSSEF

DATE:

#

DAVID EVANS AND ASSOCIATES INC.

2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

LINE IS 1" AT FULL SCALE

06/16/23 | 9:52 AM | WILLIBRE
U:\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTHACOMASTATIONPH02\99SVCS\CADD\DWG\STRA-10-CRP001-10.DWG



SEE ABOVE RIGHT

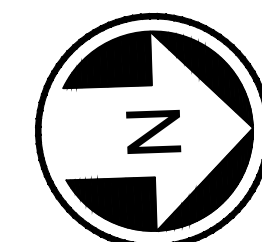
SEE BELOW LEFT

- 1 INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
- 2 INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
- 3 NOT USED.
- 4 INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
- 5 INSTALL PLANTER STRIP .
- 6 INSTALL RETAINING WALL.
- 7 INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
- 8 NOT USED.
- 9 NOT USED.
- 10 INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
- 11 INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
- 12 INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
- 13 INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

DRAFT
PRINT

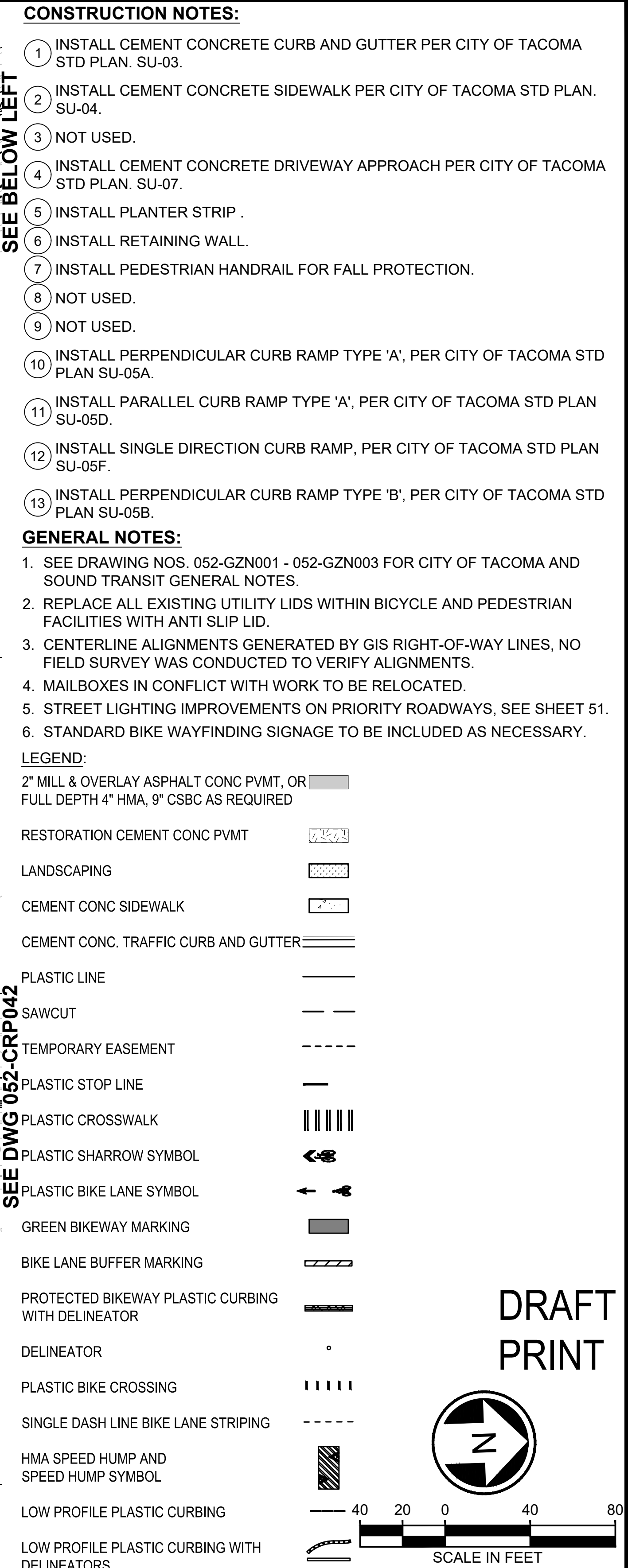


0 40

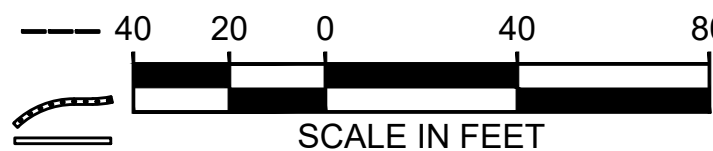
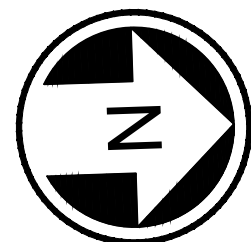
SCALE IN FEET

						AHJ: #####				PACKAGE # #####						
						DESIGNED BY:	<div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div>		<div><div><div></div><div>DAVID EVANS ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div><div>LINE IS 1" AT FULL SCALE</div><div><div></div><div>SOUNDTRANSIT</div></div></div>		SCALE:		<div><div>SOUTH TACOMA STATION IMPROVEMENTS</div><div>PHASE 2</div><div>CIVIL S TYLER ST CITY OF TACOMA</div></div>		DRAWING No.:	
						#####					052-CRP040					
						DRAWN BY:					FACILITY ID:					
						B. WILLIAMS					###					
						CHECKED BY:					CONTRACT No.:				SHEET No.:	
						R. PARKER	SUBMITTED BY:		DATE:		DATE:		#			
						APPROVED BY:	T. GONZALES		6/15/2023		K. YOUSSEF		06/15/2023		#	
No.	DATE	DSN	CHK	APP	REVISION	B. AGAN										

06/16/23 | 9:53 AM | WILLIBRE
 C:\JUPOLPROJECTS\CLIENTS\3012-DEA554-3012-052 SOUTHACOMASTATION\PH02199S\CSICADD\DWG\ISTRA-10-CRP001-10.DWG



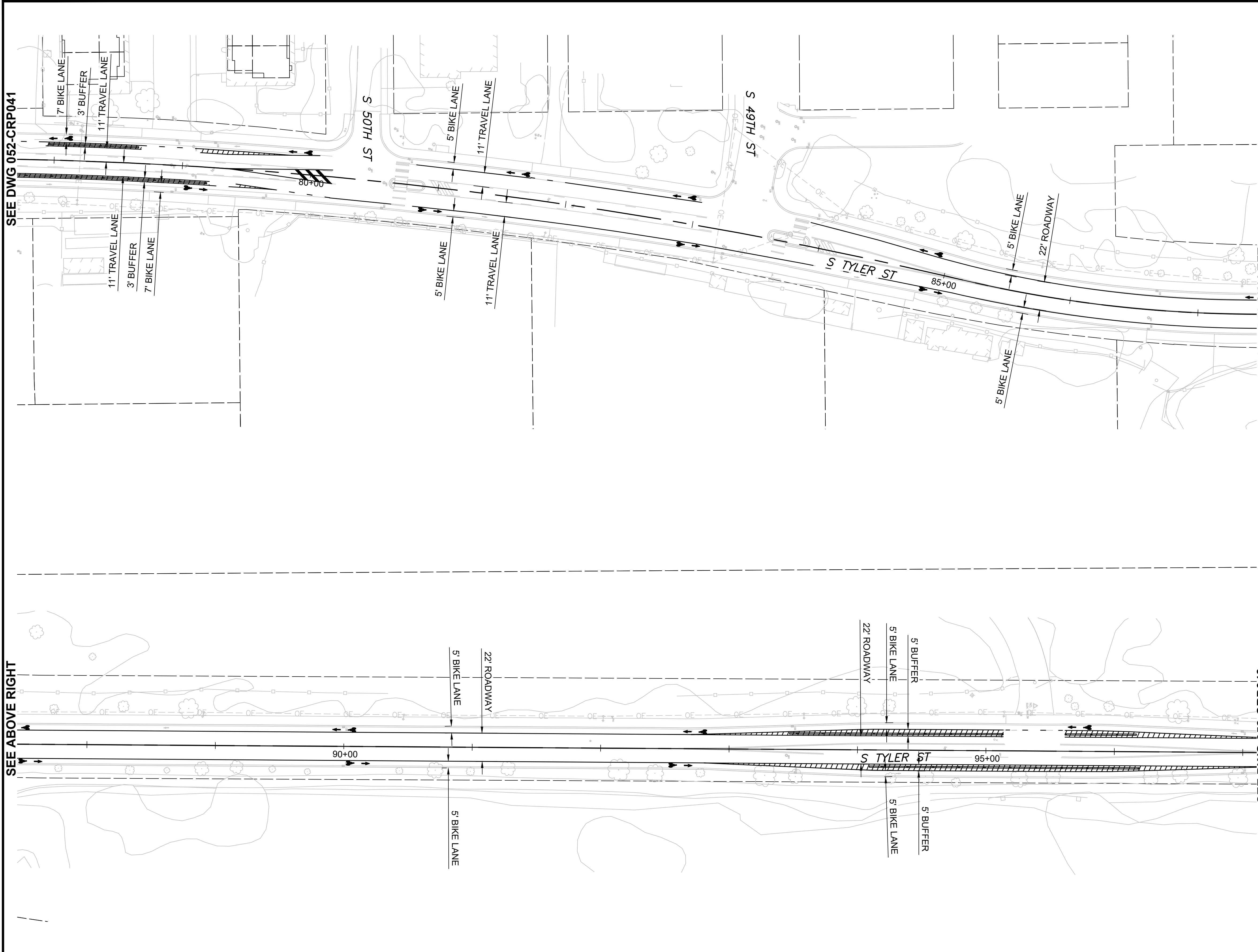
DRAFT
PRINT



						AHJ: #####				PACKAGE # #####									
						DESIGNED BY: #####		<div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div>		<div><div>DE</div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div>		<div>LINE IS 1" AT FULL SCALE</div>	<div><div>T</div><div>SOUNDTRANSIT</div></div>	SCALE: 1"=40'		<div><div>SOUTH TACOMA STATION IMPROVEMENTS</div><div>PHASE 2</div><div>CIVIL S TYLER ST CITY OF TACOMA</div></div>		DRAWING No.: 052-CRP041	
FILENAME: STRA-10-CRP001-10		FACILITY ID: ###																	
CONTRACT No.: RTA/LR #		SHEET No.: #																	
DATE: 06/15/2023		REV: ####																	
No.	DATE	DSN	CHK	APP	REVISION	APPROVED BY: B. AGAN		SUBMITTED BY: T. GONZALES		DATE: 6/15/2023		REVIEWED BY: K. YOUSSEF		DATE: #					

Xrefs:
xSTRA-VRX001
ST-TB22x34
xSTRA-10-CRP100
xSTRA-VOP002
xSTRA-VOP001
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-VN001
xSTRA-20-CRP200

06/16/23 | 9:54 AM | WILLIBRE
U:\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989\SC\ADD\DWG\STRA-10-CRP001-10.DWG



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

- RESTORATION CEMENT CONC PVMT
- LANDSCAPING
- CEMENT CONC SIDEWALK
- CEMENT CONC. TRAFFIC CURB AND GUTTER
- PLASTIC LINE
- SAWCUT
- TEMPORARY EASEMENT
- PLASTIC STOP LINE
- PLASTIC CROSSWALK
- PLASTIC SHARROW SYMBOL
- PLASTIC BIKE LANE SYMBOL
- GREEN BIKEWAY MARKING
- BIKE LANE BUFFER MARKING
- PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR
- DELINEATOR
- PLASTIC BIKE CROSSING
- SINGLE DASH LINE BIKE LANE STRIPING
- HMA SPEED HUMP AND SPEED HUMP SYMBOL
- LOW PROFILE PLASTIC CURBING
- LOW PROFILE PLASTIC CURBING WITH DELINEATORS

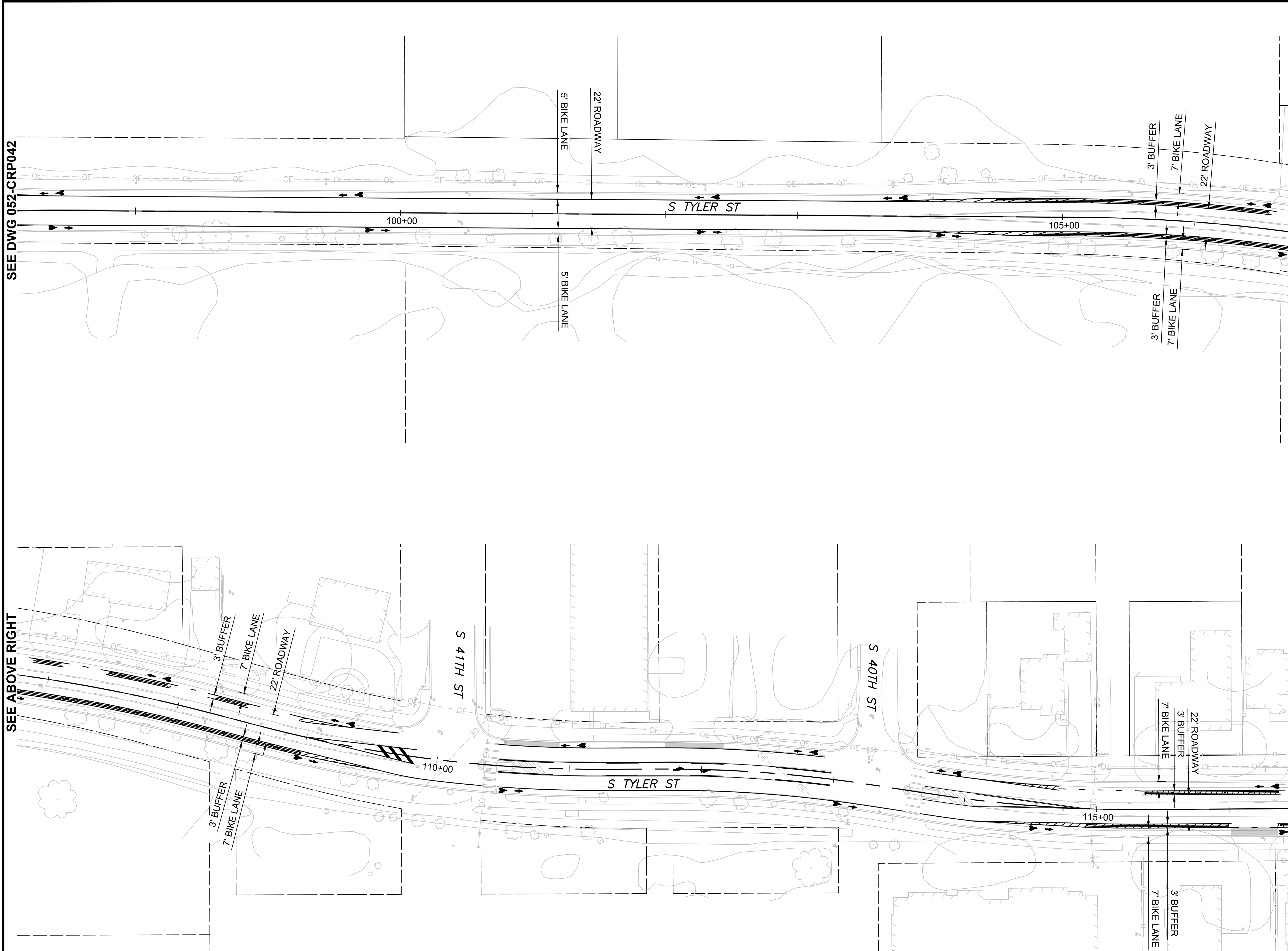
DRAFT
PRINT

SCALE IN FEET

No.						DATE	DSN	CHK	APP	REVISION	DESIGNED BY: ##### DRAWN BY: B. WILLIAMS CHECKED BY: R. PARKER APPROVED BY: B. AGAN				SUBMITTED BY: T. GONZALES DATE: 6/15/2023 REVIEWED BY: K. YOUSSEF				PACKAGE # ##### SCALE: 1"=40' FILENAME: STRA-10-CRP001-10 CONTRACT No.: RTA/LR # DATE: 06/15/2023				SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S TYLER ST CITY OF TACOMA				DRAWING No.: 052-CRP042 FACILITY ID: ### SHEET No.: # REV: ####			
-----	--	--	--	--	--	------	-----	-----	-----	----------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Xrefs:
xSTRA-VRX001
ST-TB22x34
xSTRA-10-CRP100
xSTRA-VOP002
xSTRA-VOP001
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-VCN001
xSTRA-20-CRP200

06/16/23 | 9:55 AM | WILLIBRE
U:\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\989SVCS\CADD\DWG\STRA-10-CRP001-10.DWG



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

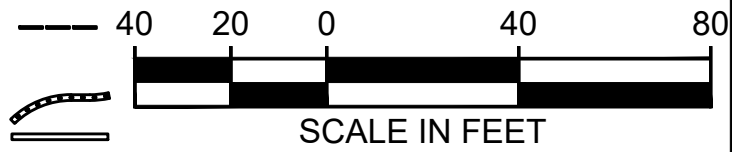
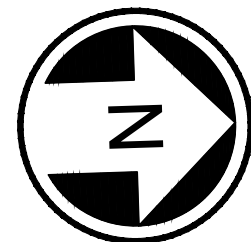
1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:





2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

- RESTORATION CEMENT CONC PVMT
- LANDSCAPING
- CEMENT CONC SIDEWALK
- CEMENT CONC. TRAFFIC CURB AND GUTTER
- PLASTIC LINE
- SAWCUT
- TEMPORARY EASEMENT
- PLASTIC STOP LINE
- PLASTIC CROSSWALK
- PLASTIC SHARROW SYMBOL
- PLASTIC BIKE LANE SYMBOL
- GREEN BIKEWAY MARKING
- BIKE LANE BUFFER MARKING
- PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR
- DELINEATOR
- PLASTIC BIKE CROSSING
- SINGLE DASH LINE BIKE LANE STRIPING
- HMA SPEED HUMP AND SPEED HUMP SYMBOL
- LOW PROFILE PLASTIC CURBING
- LOW PROFILE PLASTIC CURBING WITH DELINEATORS

DRAFT
PRINT

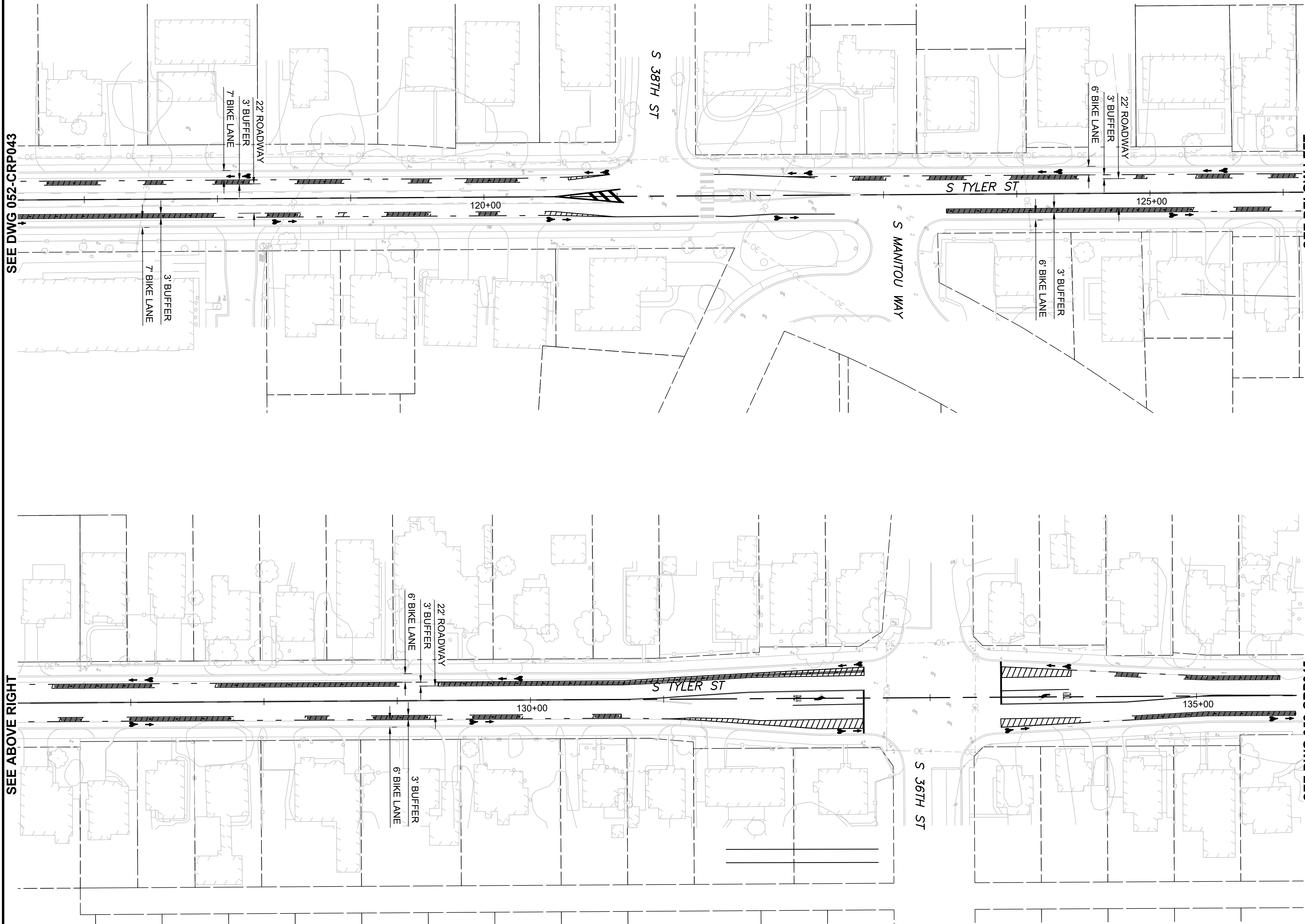


						DESIGNED BY: #####
						DRAWN BY: B. WILLIAMS
						CHECKED BY: R. PARKER
						APPROVED BY: B. AGAN
No.	DATE	DSN	CHK	APP	REVISION	

AHJ: #####					PACKAGE # #####						
	<div> ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div> <div></div>		<div> DAVID EVANS AND ASSOCIATES INC. 2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div>		<div>LINE IS 1" AT FULL SCALE</div>	<div> SOUNDTRANSIT</div>	SCALE: 1"=40'	<div>SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S TYLER ST CITY OF TACOMA</div>		DRAWING No.: 052-CRP043	
							FILENAME: STRA-10-CRP001-10			FACILITY ID: ###	
							CONTRACT No.: RTA/LR #			SHEET No.: REV:	
	DATE: 06/15/2023	# #####									
SUBMITTED BY: T. GONZALES		DATE: 6/15/2023	REVIEWED BY: K. YOUSSEF		DATE: #						

Xrefs:
xSTRA-VRX001
ST-TB22x34
xSTRA-10-CRP100
xSTRA-VOP002
xSTRA-VOP001
xSTRA-VOP003
xSTRA-VOP004
xSTRA-VSF001
STRA-GEN-SHTNOTES
xSTRA-VCN001
xSTRA-20-CRP200

06/16/23 | 9:56 AM | WILLIBRE
U:\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTH TACOMA STATION\PH02\98SVCS\CADD\DWG\STRA-10-CRP001-10.DWG



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF TACOMA STD PLAN. SU-03.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STD PLAN. SU-04.
3. NOT USED.
4. INSTALL CEMENT CONCRETE DRIVEWAY APPROACH PER CITY OF TACOMA STD PLAN. SU-07.
5. INSTALL PLANTER STRIP .
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. NOT USED.
9. NOT USED.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05A.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER CITY OF TACOMA STD PLAN SU-05D.
12. INSTALL SINGLE DIRECTION CURB RAMP, PER CITY OF TACOMA STD PLAN SU-05F.
13. INSTALL PERPENDICULAR CURB RAMP TYPE 'B', PER CITY OF TACOMA STD PLAN SU-05B.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. STREET LIGHTING IMPROVEMENTS ON PRIORITY ROADWAYS, SEE SHEET 51.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

2" MILL & OVERLAY ASPHALT CONC PVMT, OR
FULL DEPTH 4" HMA, 9" CSBC AS REQUIRED

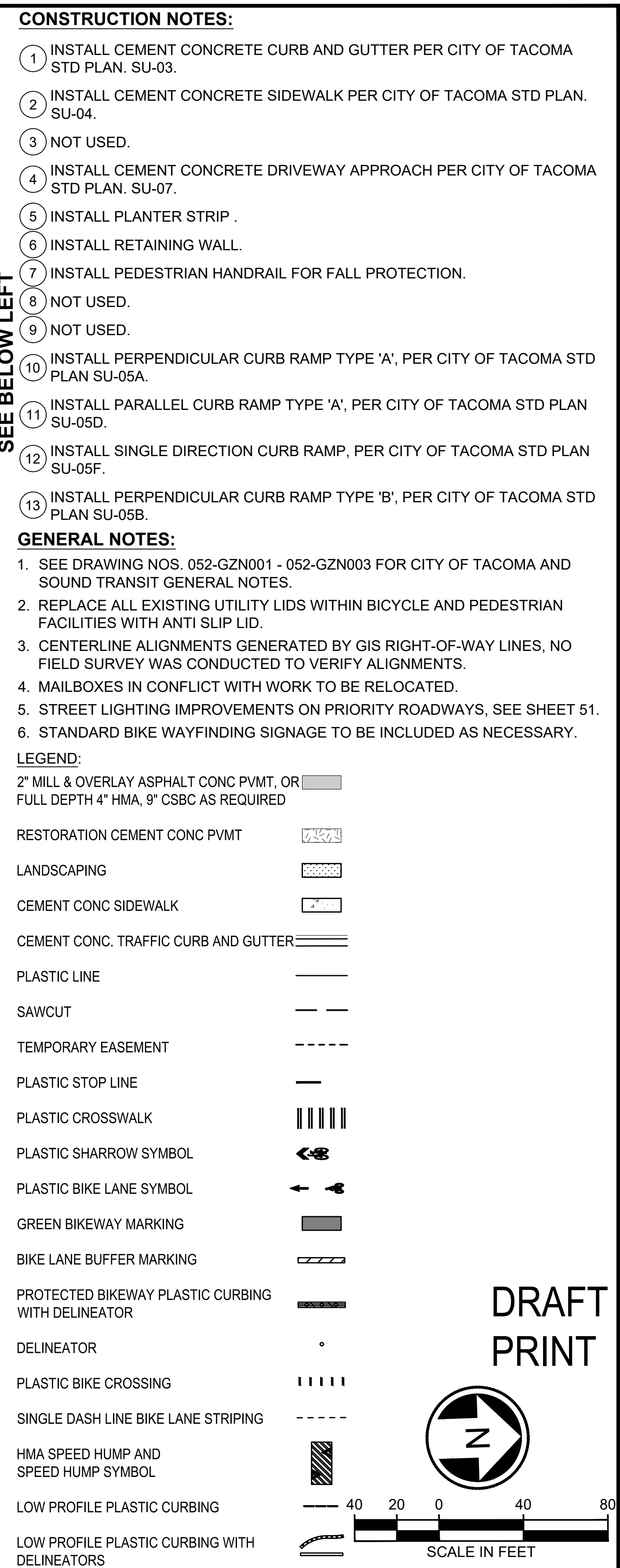
- RESTORATION CEMENT CONC PVMT
- LANDSCAPING
- CEMENT CONC SIDEWALK
- CEMENT CONC. TRAFFIC CURB AND GUTTER
- PLASTIC LINE
- SAWCUT
- TEMPORARY EASEMENT
- PLASTIC STOP LINE
- PLASTIC CROSSWALK
- PLASTIC SHARROW SYMBOL
- PLASTIC BIKE LANE SYMBOL
- GREEN BIKEWAY MARKING
- BIKE LANE BUFFER MARKING
- PROTECTED BIKEWAY PLASTIC CURBING WITH DELINEATOR
- DELINEATOR
- PLASTIC BIKE CROSSING
- SINGLE DASH LINE BIKE LANE STRIPING
- HMA SPEED HUMP AND SPEED HUMP SYMBOL
- LOW PROFILE PLASTIC CURBING
- LOW PROFILE PLASTIC CURBING WITH DELINEATORS

DRAFT
PRINT

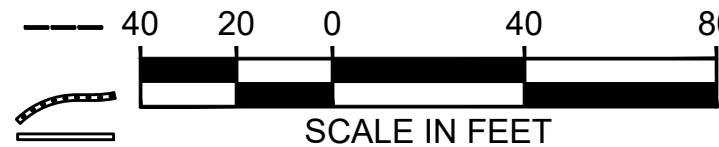
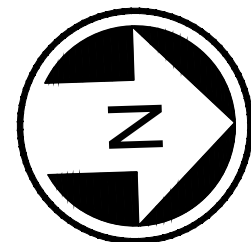
SCALE IN FEET

No.						DATE	DSN	CHK	APP	REVISION	DESIGNED BY: ##### DRAWN BY: B. WILLIAMS CHECKED BY: R. PARKER APPROVED BY: B. AGAN				SUBMITTED BY: T. GONZALES DATE: 6/15/2023 REVIEWED BY: K. YOUSSEF				PACKAGE # ##### SCALE: 1"=40' FILENAME: STRA-10-CRP001-10 CONTRACT No.: RTA/LR # DATE: 06/15/2023				SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL S TYLER ST CITY OF TACOMA				DRAWING No.: 052-CRP044 FACILITY ID: ### SHEET No.: # REV: ###			
-----	--	--	--	--	--	------	-----	-----	-----	----------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	---	--	--	--

06/16/23 | 9:57 AM | WILLIBRE
 U:\PROJECTS\CLIENTS\3012-DEA\554-3012-052 SOUTHACOMASTATIONPH02\99SVCS\CADD\DWG\STRA-10-CRP001-10.DWG

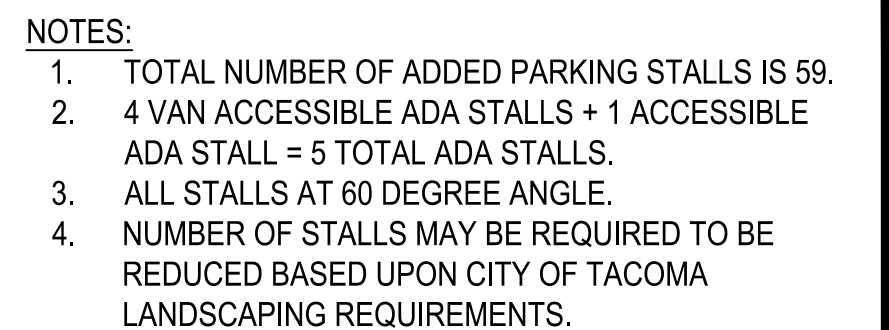


DRAFT
PRINT



						AHJ: #####				PACKAGE # #####							
						DESIGNED BY: #####	<div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div>										

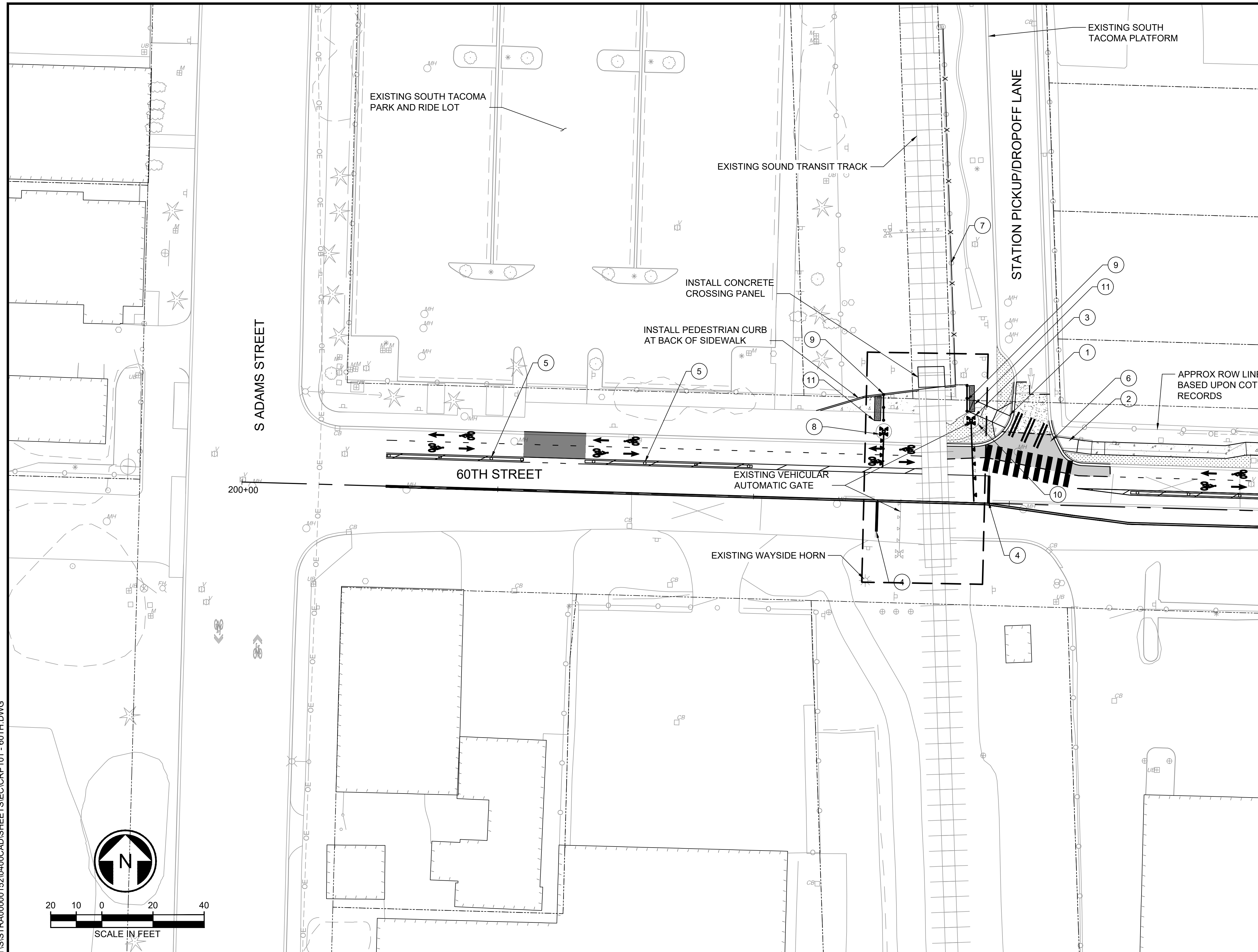
06/16/23 | 10:04 AM | WILLIBRE
U:\PSO\PROJECTS\3012-DEA554-3012-052 SOUTHACOMASTATION\PH021995\CSICADD\DWG\ISTRA-44-CRP043-48.DWG



- DRAFT
PRINT



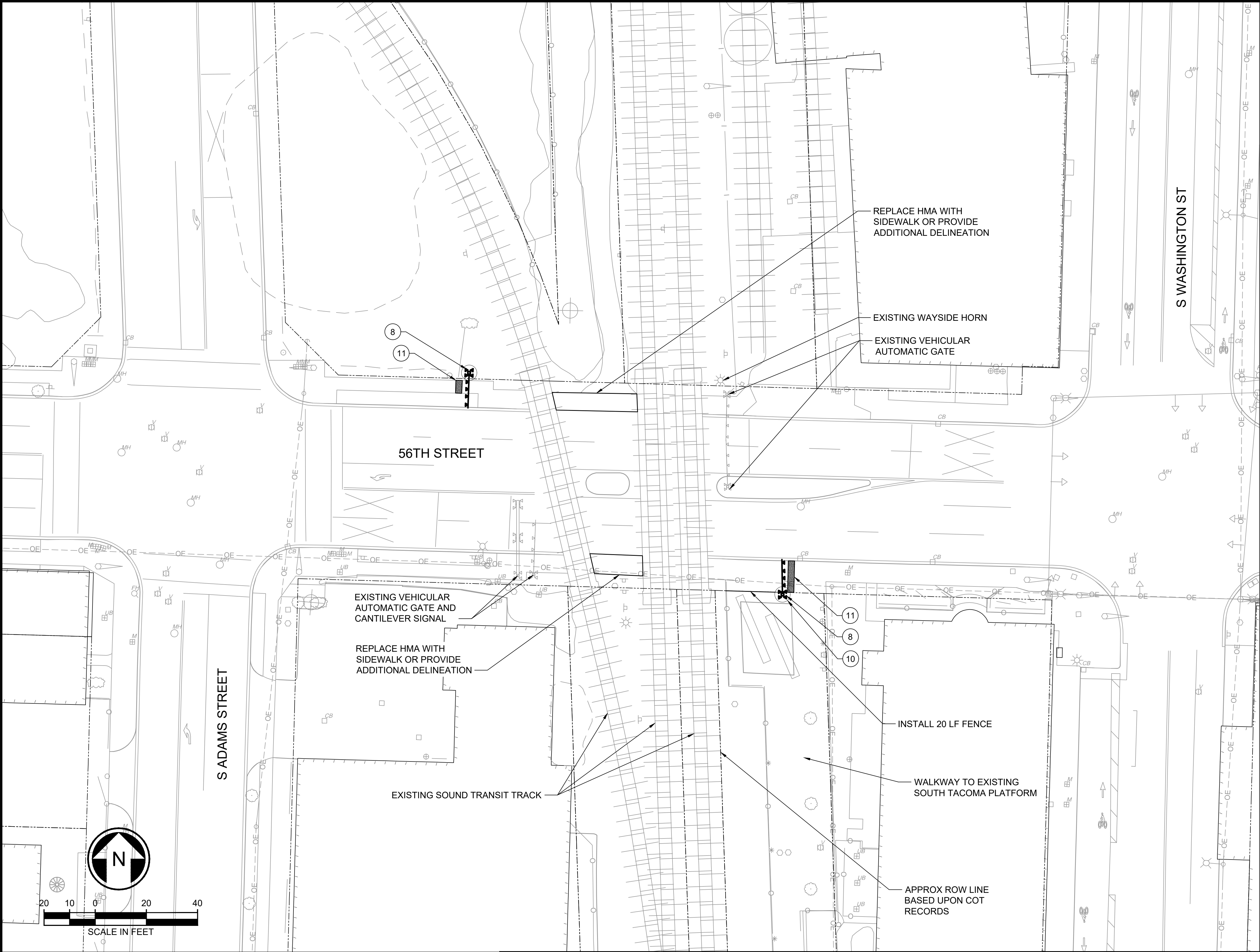
										AHJ: #####										PACKAGE # #####									
						DESIGNED BY: J. CROFOOT		<div><div>Parametrix</div><div>ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES</div><div></div></div>	<div><div>DE</div><div>DAVID EVANS AND ASSOCIATES INC.</div><div>2106 Pacific Ave East Suite 400 Tacoma Washington 98424 Phone: 253.922.9781</div></div>	<div>LINE IS 1" AT FULL SCALE</div>	<div><div>ST</div><div>SOUNDTRANSIT</div></div>	SCALE: 1"= 20'		<div><div>SOUTH TACOMA STATION IMPROVEMENTS</div><div>PHASE 2</div><div>CIVIL SERA SHARED PARKING FACILITY CITY OF TACOMA</div></div>						DRAWING No.: 052-CRP046									
						DRAWN BY: B. WILLIAMS						FILENAME: STRA-44-CRP043-48								FACILITY ID: ###									
						CHECKED BY: R. PARKER						CONTRACT No.: RTA/LR #								SHEET No.: #		REV.: ####							
						APPROVED BY: B. AGAN						DATE: 6/14/2023								REVIEWED BY: K. YOUSSEF		DATE: 06/14/2023							
						SUBMITTED BY: T. GONZALES						DATE: 6/14/2023								REVIEWED BY: K. YOUSSEF		DATE: 06/14/2023							
No.	DATE	DSN	CHK	APP	REVISION																								



06/14/23 | 7:13 AM | DJBE
\\DEA\NC.COM\FILES\PROJECTS\STRA00000152\0400CAD\SHEETS\SEC\CRP101 - 60TH.DWG

SUBMITTAL										DESIGNED BY: B. AGAN		AHJ: CITY OF TACOMA										PACKAGE #																					
										DRAWN BY: D. BENTZ		<div><div><div></div></div><div><div></div></div></div> <div><div>LINE IS 1"=1'</div><div>FULL SCALE</div></div> <div><div></div><div>SOUNDTRANSIT</div></div>										SCALE: 1"=10'										SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL 60TH STREET IMPROVEMENTS PLAN VIEW										DRAWING No.: CRP-101	
										CHECKED BY: J. ST. JOHN												FILENAME: CRP101 - 60TH																				FACILITY ID: XXXX	
										APPROVED BY:												CONTRACT No.: RTA / LR XXXX-XX																				SHEET No.: ####	
										B. AGAN												DATE: 06/28/23																				REV: #	
No.	DATE	DSN	CHK	APP	REVISION	SUBMITTED BY: T. GONZALES				DATE: 06/28/23				REVIEWED BY: K. YOUSSEF				DATE: 06/28/23																									

06/14/23 | 7:14 AM | DUBE
\\DEA\NCOM\FILES\PROJECTS\STRA0000162\0400CAD\SHEETS\SEC\CRP\03 - 56TH.DWG





CONSTRUCTION NOTES:

1. INSTALL PERPENDICULAR CURB RAMP TYPE 'A' PER CITY OF TACOMA STD PLAN SU-05A.
2. INSTALL PARALLEL CURB RAMP TYPE 'A' PER CITY OF TACOMA STD PLAN SU-05D.
3. EXTEND EXISTING CROSSING GATE 11LF
4. INSTALL 12" WHITE STOP BAR
5. INSTALL REFLECTIVE FLEXIBLE POSTS
6. INSTALL HMA OVERLAY PAVEMENT PER TYPICAL SECTION DRAWINGS
7. INSTALL TOE RAIL
8. INSTALL AUTOMATIC PEDESTRIAN GATE
9. INSTALL PEDESTRIAN SWING GATE
10. INSTALL CURBING AROUND COUNTERWEIGHT
11. INSTALL TACTILE WARNING STRIP

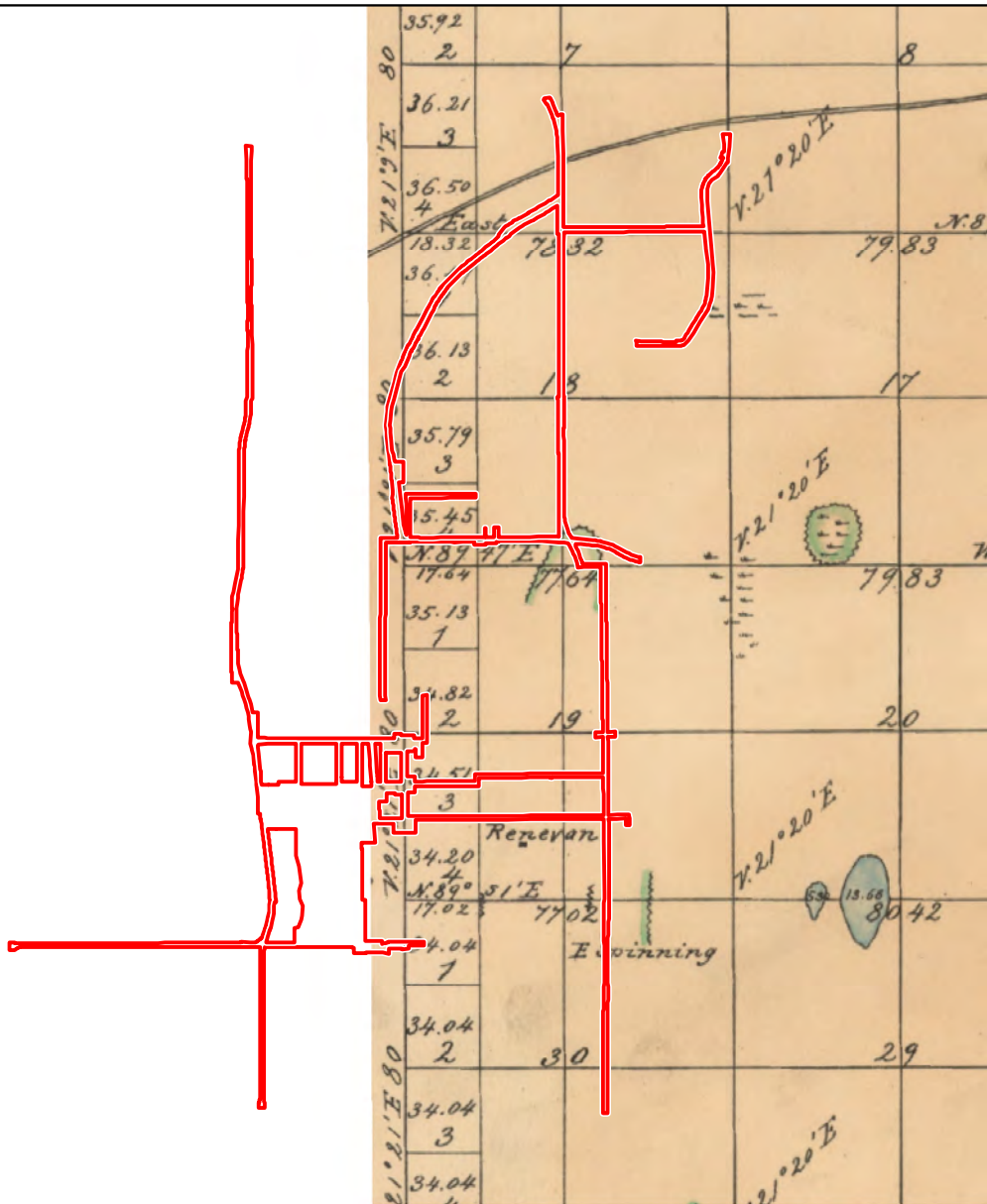
GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF TACOMA AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. FINAL RAILROAD GATE CONFIGURATION WILL BE DETERMINED DURING NEXT PHASES WHEN OFFICIAL RAILROAD CROSSING DIAGNOSTIC WORK IS COMPLETED.


						AHJ: CITY OF TACOMA				PACKAGE #																																			
<div>SUBMITTAL</div> <table><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>No.</td><td>DATE</td><td>DSN</td><td>CHK</td><td>APP</td><td>REVISION</td></tr></table>																														No.	DATE	DSN	CHK	APP	REVISION	DESIGNED BY: B. AGAN		<div></div> <div>LINE IS 1" AT FULL SCALE</div> <div></div>		SCALE: 1"=10'		<div>SOUTH TACOMA STATION IMPROVEMENTS PHASE 2 CIVIL 56TH STREET IMPROVEMENTS PLAN VIEW</div>		DRAWING No.: CRP-103	
No.	DATE	DSN	CHK	APP	REVISION																																								
DRAWN BY: D. BENTZ		FILENAME: CRP103 - 56TH		FACILITY ID: XXXX																																									
CHECKED BY: J. ST. JOHN		CONTRACT No.: RTA / LR XXXX-XX		SHEET No.: ####																																									
APPROVED BY: B. AGAN		DATE: 06/28/23		REV: #																																									
		SUBMITTED BY: T. GONZALES		DATE: 06/28/23		REVIEWED BY: K. YOUSSEF		DATE: 06/28/23																																					

Appendix C

Historic Maps



**South Tacoma Station
Access Improvements Project
Phase 2
Township No 20 North
Range No 3 East
Willamette Meridian**

 Area of Impacts (AI)

**USSG 1867
Date: 8/8/2023**

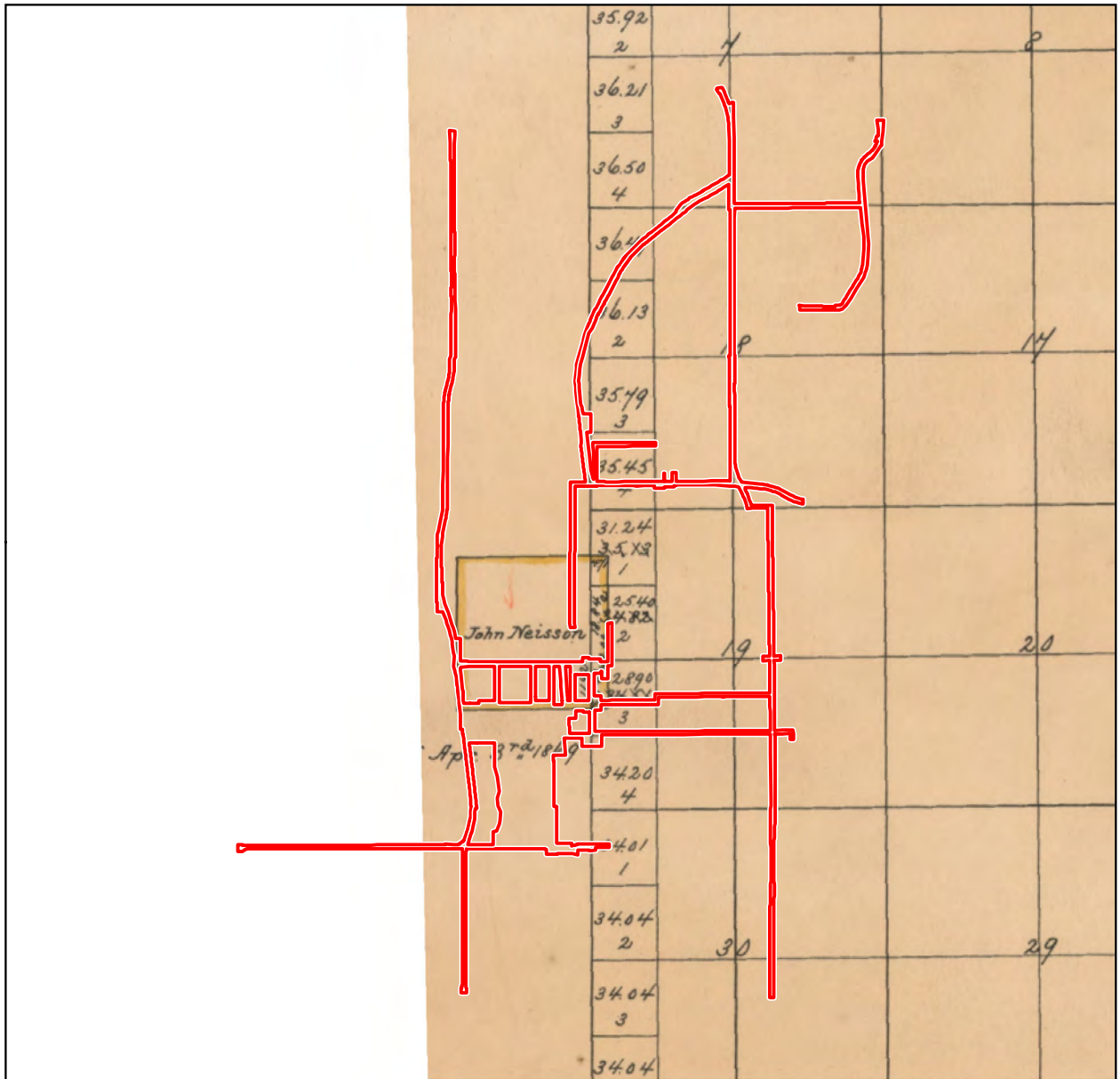


**HISTORICAL
RESEARCH
ASSOCIATES, INC.**


Coord/Projection NAD 1983 UTM Zone 10N Transverse Mercator	Datum NAD83	Scale 1:36,000
Township/Range T20N R02E, T20N R03E	Quadrangle Steilacoom and Tacoma South, WA	

Service Layer Credits:





**South Tacoma Station
Access Improvements Project
Phase 2
Township No 20 North
Range No 3 East Will Mer.**

 Area of Impacts (AI)

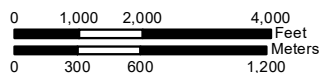
**USSG 1868
Date: 8/8/2023**

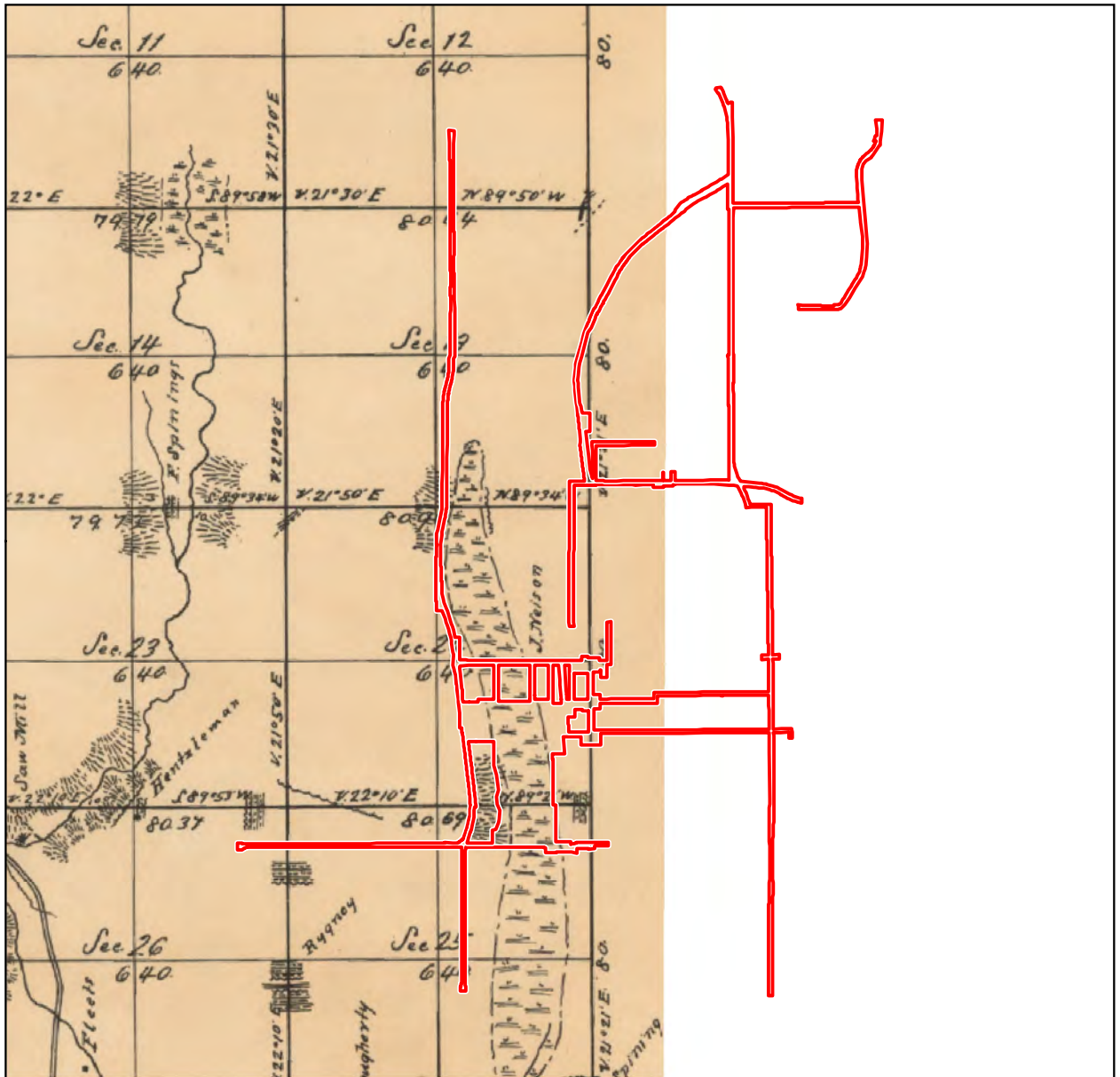


**HISTORICAL
RESEARCH
ASSOCIATES, INC.**

Coord/Projection NAD 1983 UTM Zone 10N Transverse Mercator	Datum NAD83	Scale 1:36,000
Township/Range T20N R02E, T20N R03E	Quadrangle Steilacoom and Tacoma South, WA	

Service Layer Credits:





**South Tacoma Station
Access Improvements Project
Phase 2
Township No 20 North
Range No 2 East Will. Mer.**

Area of Impacts (AI)

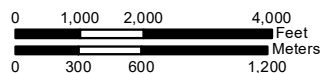
**USSG 1869a
Date: 8/8/2023**

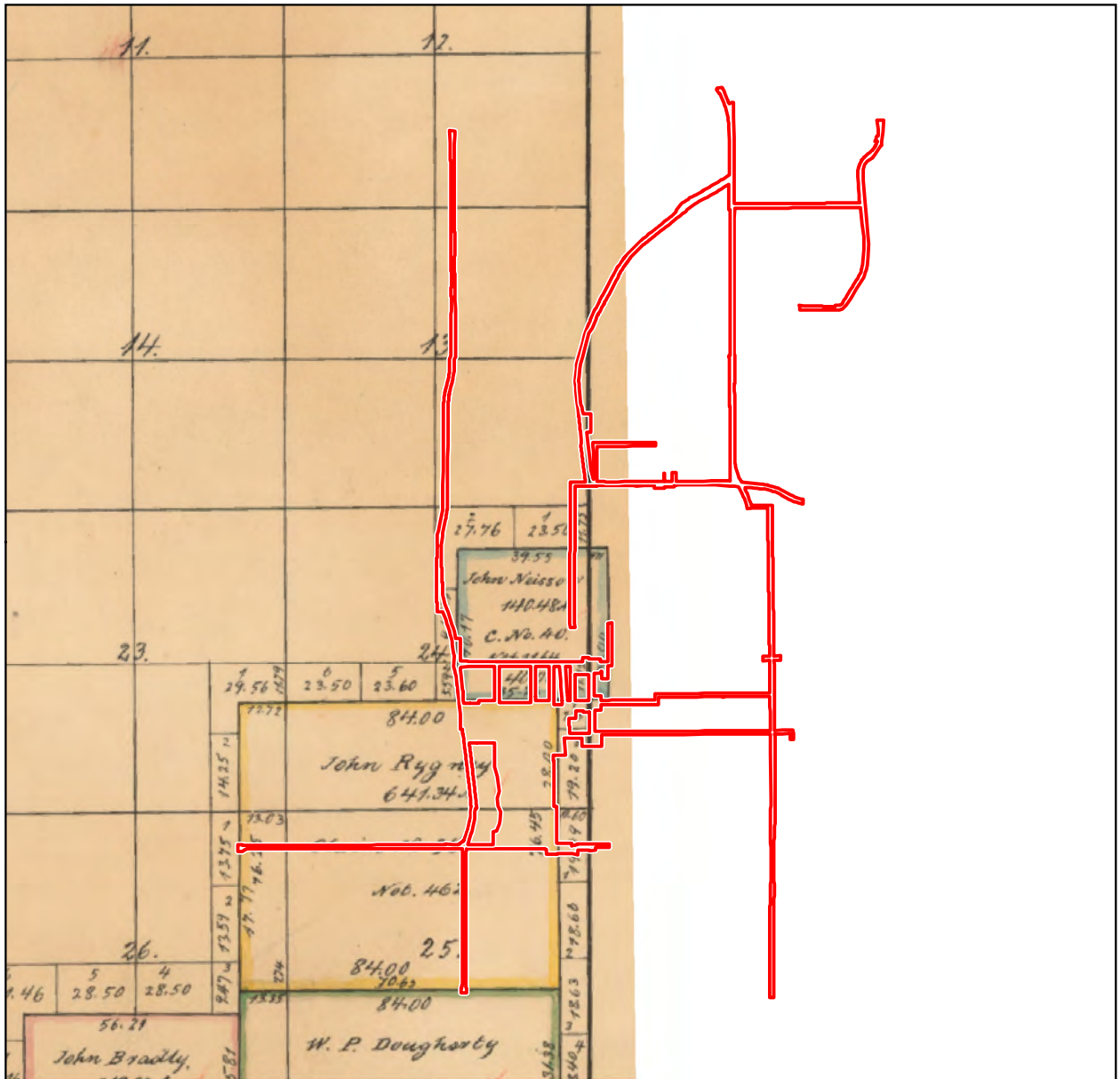


**HISTORICAL
RESEARCH
ASSOCIATES, INC.**


Coord/Projection NAD 1983 UTM Zone 10N Transverse Mercator	Datum NAD83	Scale 1:36,000
Township/Range T20N R02E, T20N R03E	Quadrangle Steilacoom and Tacoma South, WA	

Service Layer Credits:





**South Tacoma Station
Access Improvements Project
Phase 2
Township No 20 North
Range No 2 East Will. Mer.**

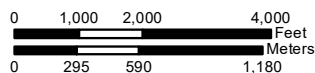
 Area of Impacts (AI)

**USSG 1869b
Date: 8/8/2023**




Coord/Projection NAD 1983 UTM Zone 10N Transverse Mercator	Datum NAD83	Scale 1:36,000
Township/Range T20N R02E, T20N R03E	Quadrangle Steilacoom and Tacoma South, WA	

Service Layer Credits:





**South Tacoma Station
Access Improvements Project
Phase 2
Township 20 North Range 2 East**

 Area of Impacts (AI)

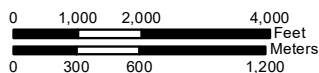
Plummer 1889a
Date: 8/8/2023

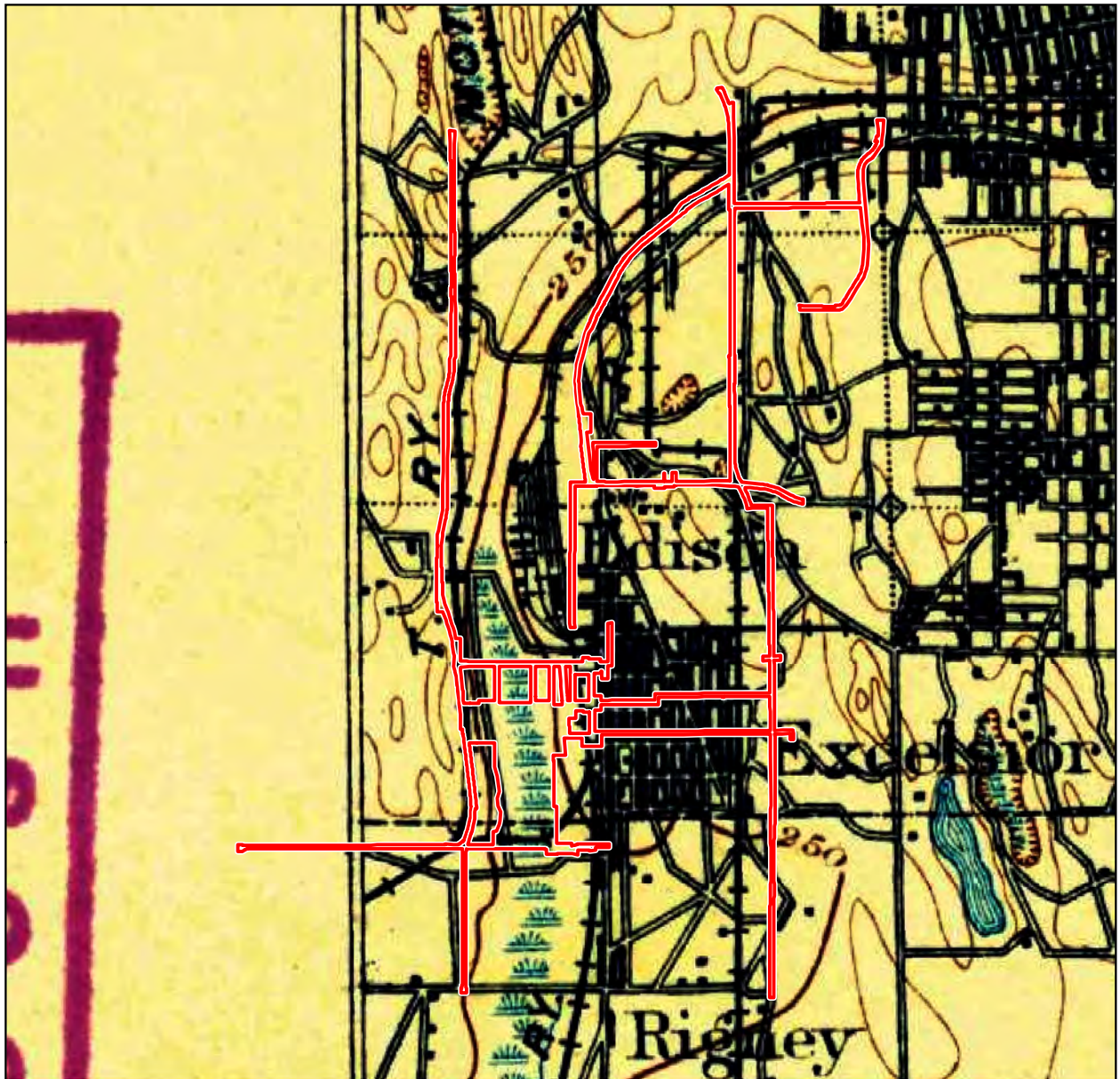


HISTORICAL
RESEARCH
ASSOCIATES, INC.


Coord/Projection NAD 1983 UTM Zone 10N Transverse Mercator	Datum NAD83	Scale 1:36,000
Township/Range T20N R02E, T20N R03E	Quadrangle Steilacoom and Tacoma South, WA	

Service Layer Credits:





**South Tacoma Station
Access Improvements Project
Phase 2
Tacoma, WA
1:125,000**

 Area of Impacts (AI)

**USGS 1897
Date: 8/8/2023**



Coord/Projection
**NAD 1983 UTM Zone 10N
Transverse Mercator**

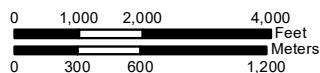
Datum
NAD83

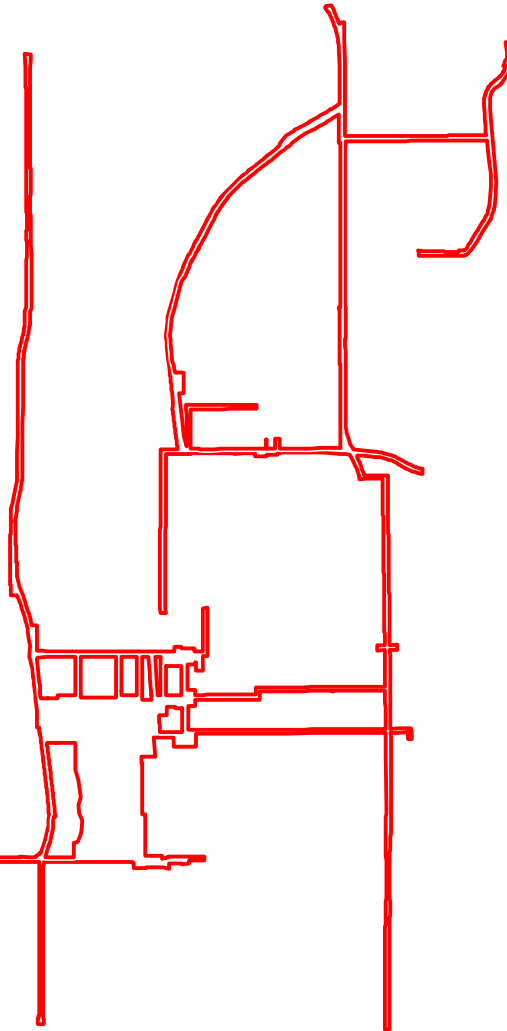
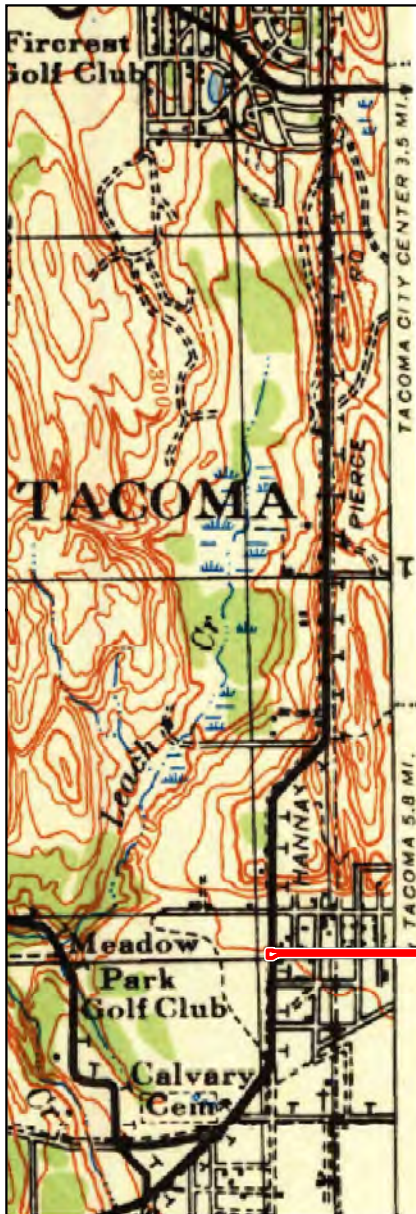
Scale
1:36,000

Township/Range
T20N R02E, T20N R03E


Quadrangle
Steilacoom and Tacoma South, WA

Service Layer Credits:





**South Tacoma Station
Access Improvements Project
Phase 2
Anderson Island, WA
1:62,500**

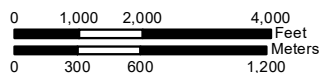
 Area of Impacts (AI)

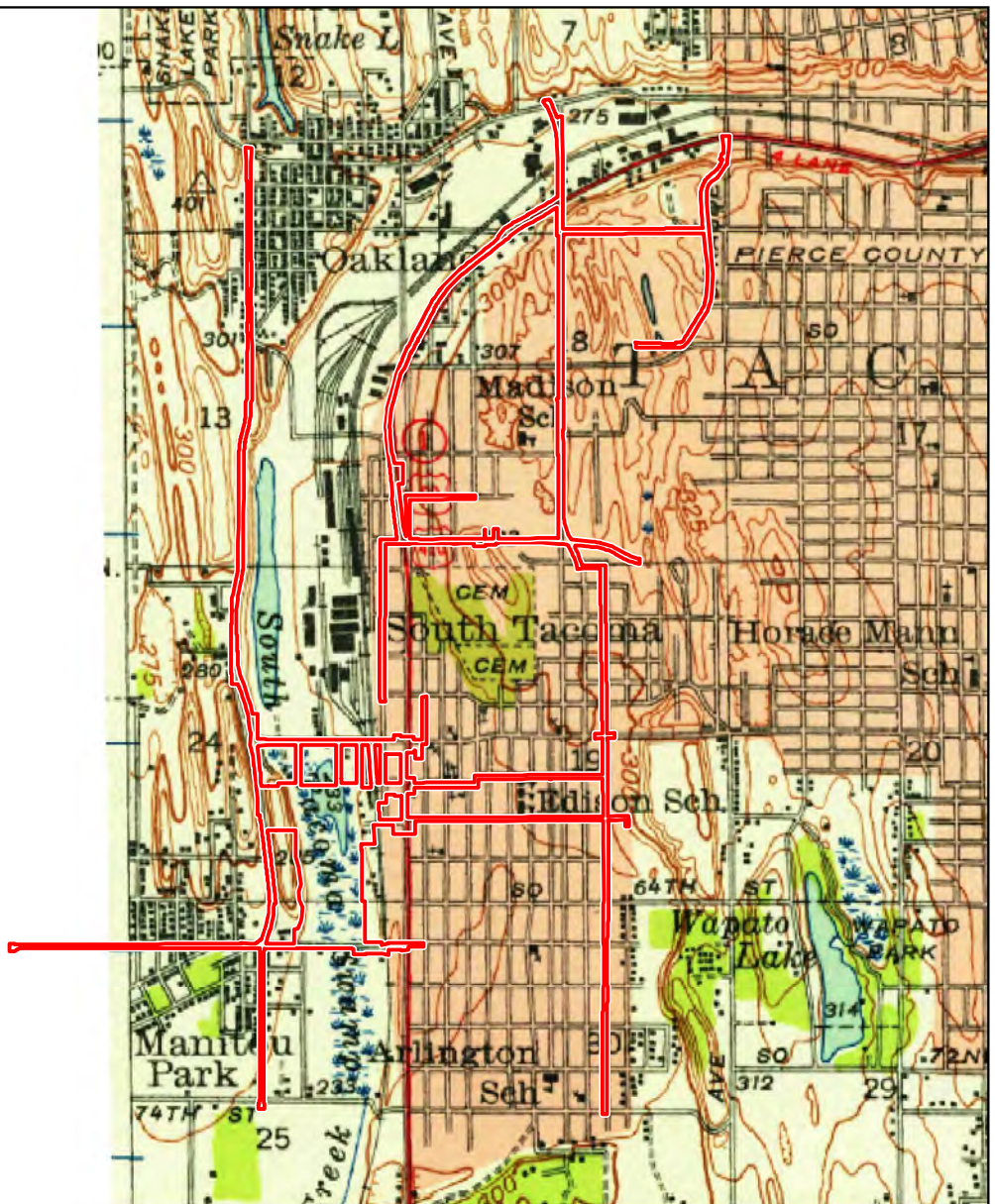
**USGS 1940
Date: 8/8/2023**




Coord/Projection NAD 1983 UTM Zone 10N Transverse Mercator	Datum NAD83	Scale 1:36,000
Township/Range T20N R02E, T20N R03E	Quadrangle Steilacoom and Tacoma South, WA	

Service Layer Credits:





**South Tacoma Station
Access Improvements Project
Phase 2
Tacoma South, WA
1:62,500**

 Area of Impacts (AI)

**USGS 1941
Date: 8/8/2023**



**HISTORICAL
RESEARCH
ASSOCIATES, INC.**

Coord/Projection
**NAD 1983 UTM Zone 10N
Transverse Mercator**

Datum

NAD83

Scale

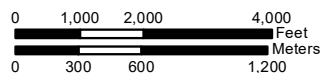
1:36,000

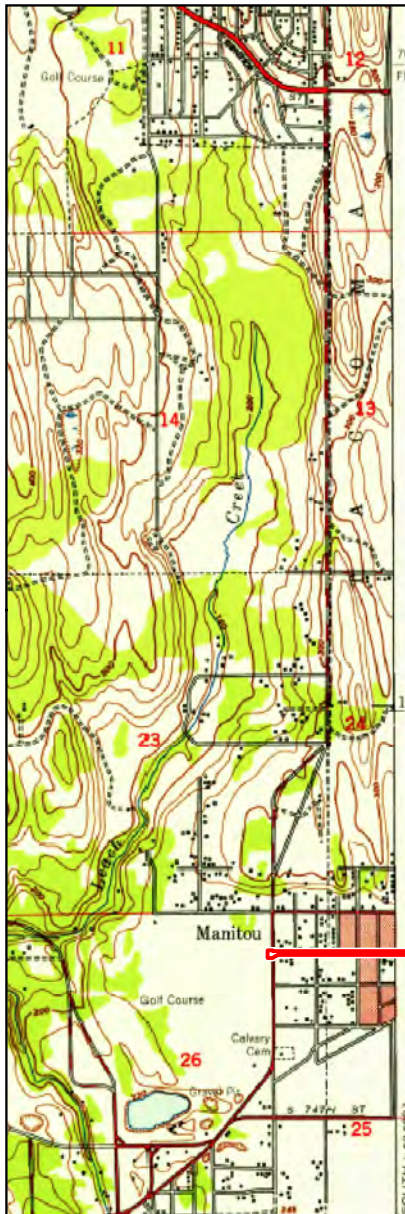
Township/Range
T20N R02E, T20N R03E

Quadrangle


Steilacoom and Tacoma South, WA

Service Layer Credits:





**South Tacoma Station
Access Improvements Project
Phase 2
Steilacoom, WA
1:24,000**

 Area of Impacts (AI)

**USGS 1948
Date: 8/8/2023**



**HISTORICAL
RESEARCH
ASSOCIATES, INC.**

Coord/Projection
**NAD 1983 UTM Zone 10N
Transverse Mercator**

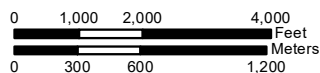
Datum
NAD83

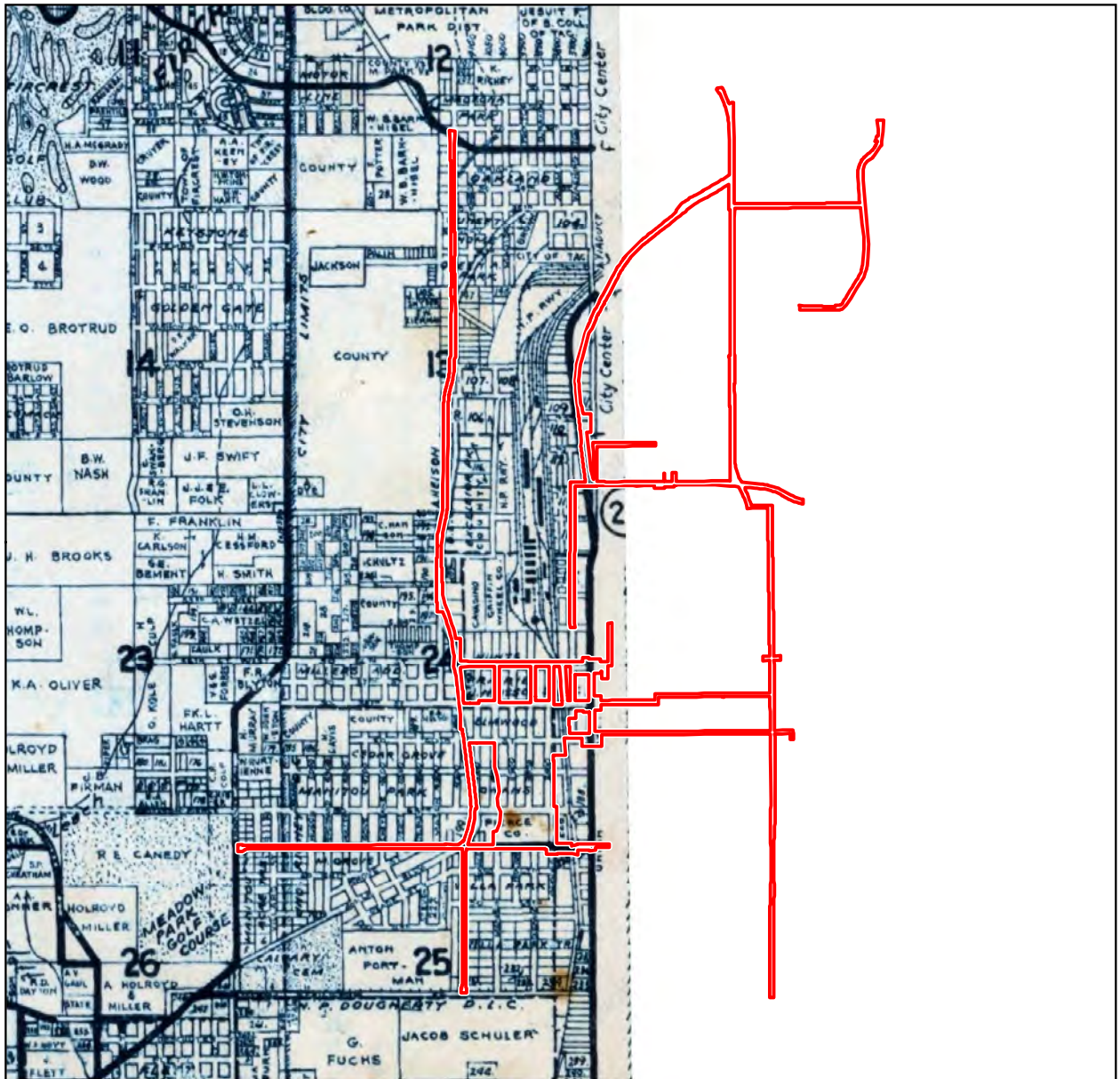
Scale
1:36,000

Township/Range
T20N R02E, T20N R03E

Quadrangle
Steilacoom and Tacoma South, WA

Service Layer Credits:





South Tacoma Station Access Improvements Project Phase 2 Township 20 N., Range 2 E. W.M.

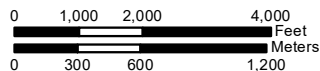
Area of Impacts (AI)

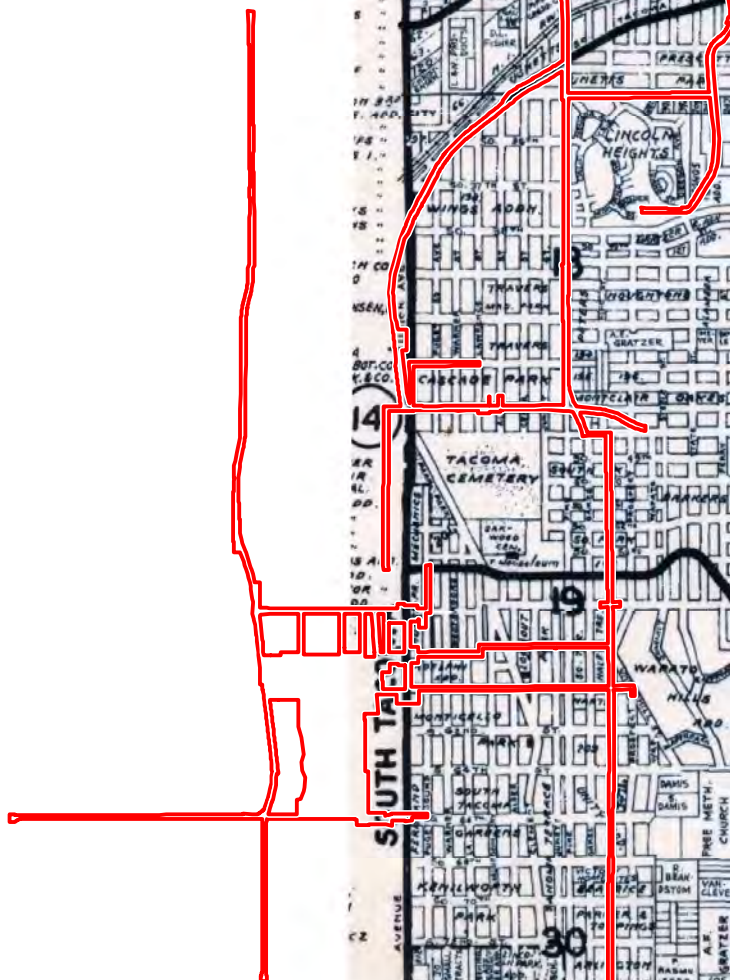
Metsker 1951a
Date: 8/8/2023




Coord/Projection NAD 1983 UTM Zone 10N Transverse Mercator	Datum NAD83	Scale 1:36,000
Township/Range T20N R02E, T20N R03E	Quadrangle Steilacoom and Tacoma South, WA	

Service Layer Credits:





South Tacoma Station Access Improvements Project Phase 2 Township 20 N., Range 3 E. W.M.

 Area of Impacts (AI)

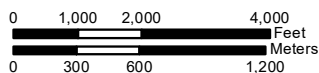
Metsker 1951b
Date: 8/8/2023

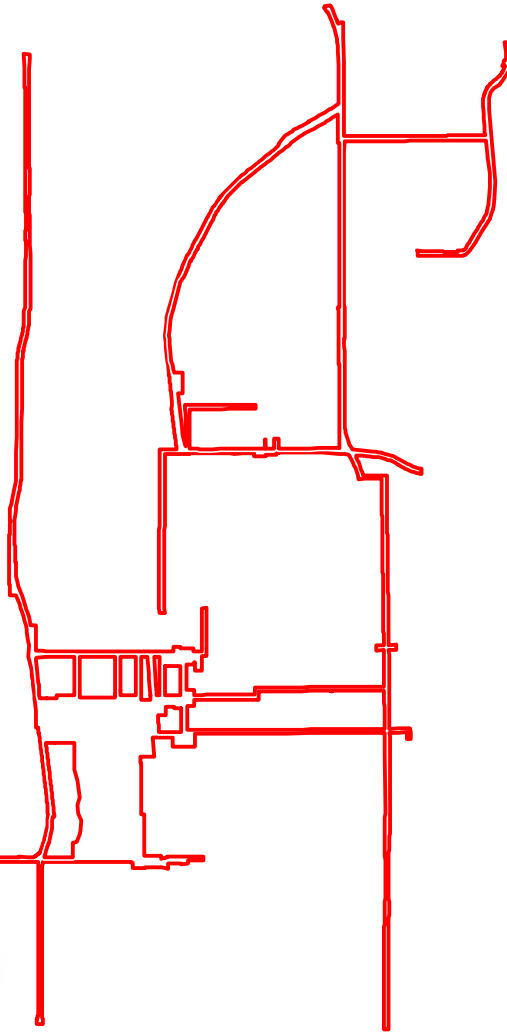
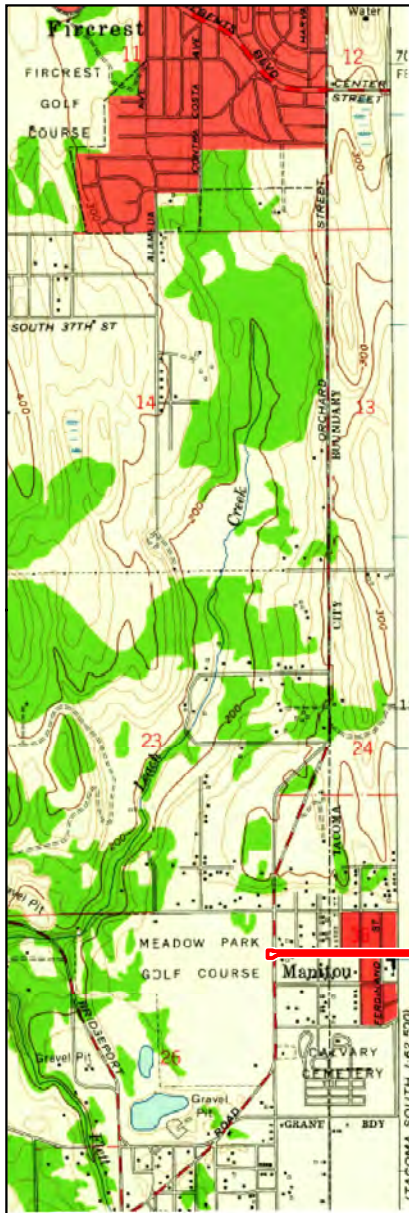


**HISTORICAL
RESEARCH
ASSOCIATES, INC.**


Coord/Projection NAD 1983 UTM Zone 10N Transverse Mercator	Datum NAD83	Scale 1:36,000
Township/Range T20N R02E, T20N R03E	Quadrangle Steilacoom and Tacoma South, WA	

Service Layer Credits:





South Tacoma Station Access Improvements Project Phase 2 Steilacoom, WA 1:24,000

 Area of Impacts (AI)

**USGS 1959
Date: 8/8/2023**



**HISTORICAL
RESEARCH
ASSOCIATES, INC.**

Coord/Projection
**NAD 1983 UTM Zone 10N
Transverse Mercator**

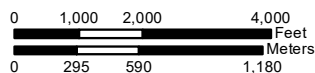
Datum
NAD83

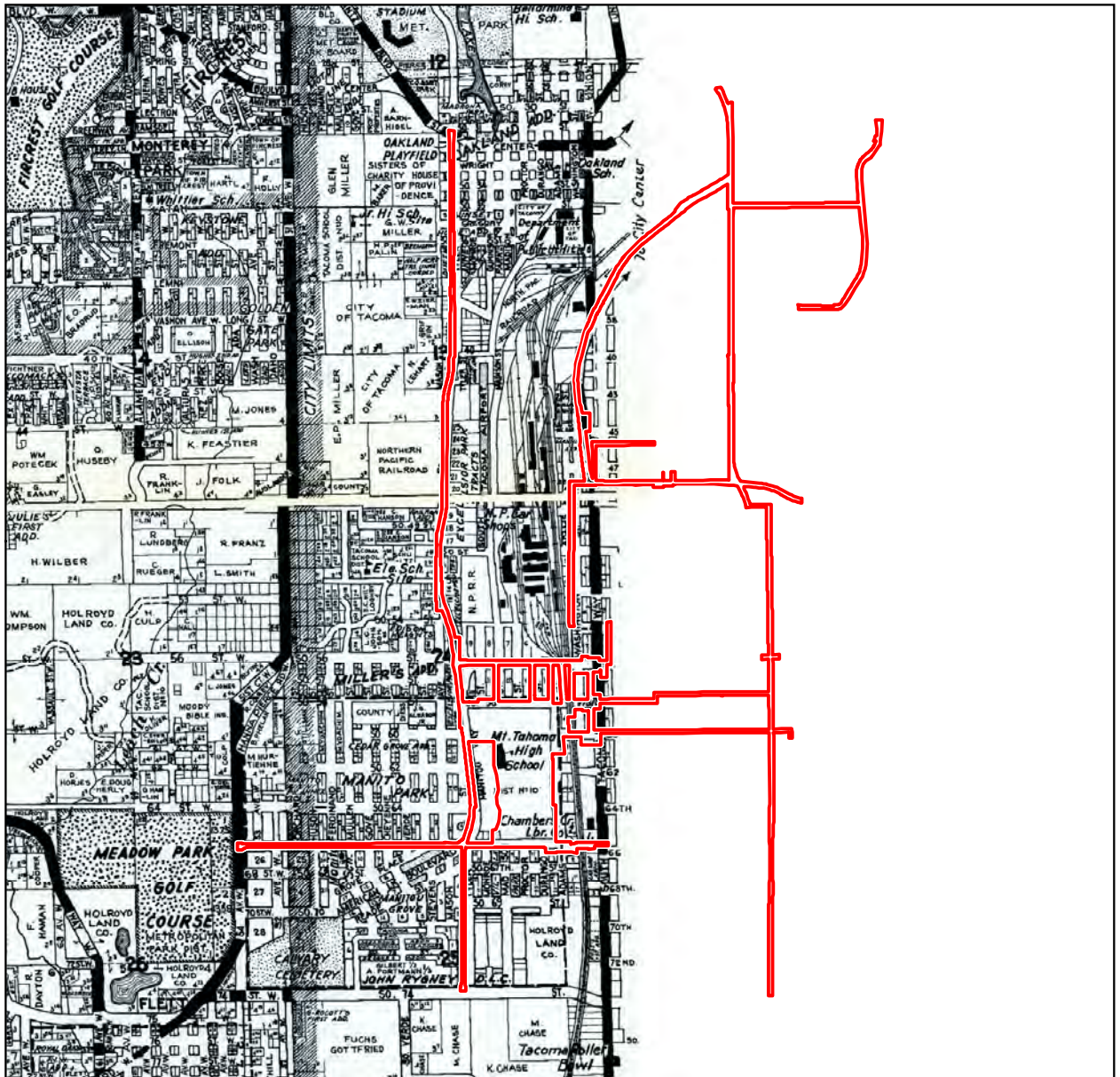
Scale
1:36,000

Township/Range
T20N R02E, T20N R03E

Quadrangle
Steilacoom and Tacoma South, WA

Service Layer Credits:





South Tacoma Station Access Improvements Project Phase 2 Township 20 N., Range 2 E W.M. Northeast and Southeast Quarters

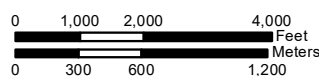
Area of Impacts (AI)

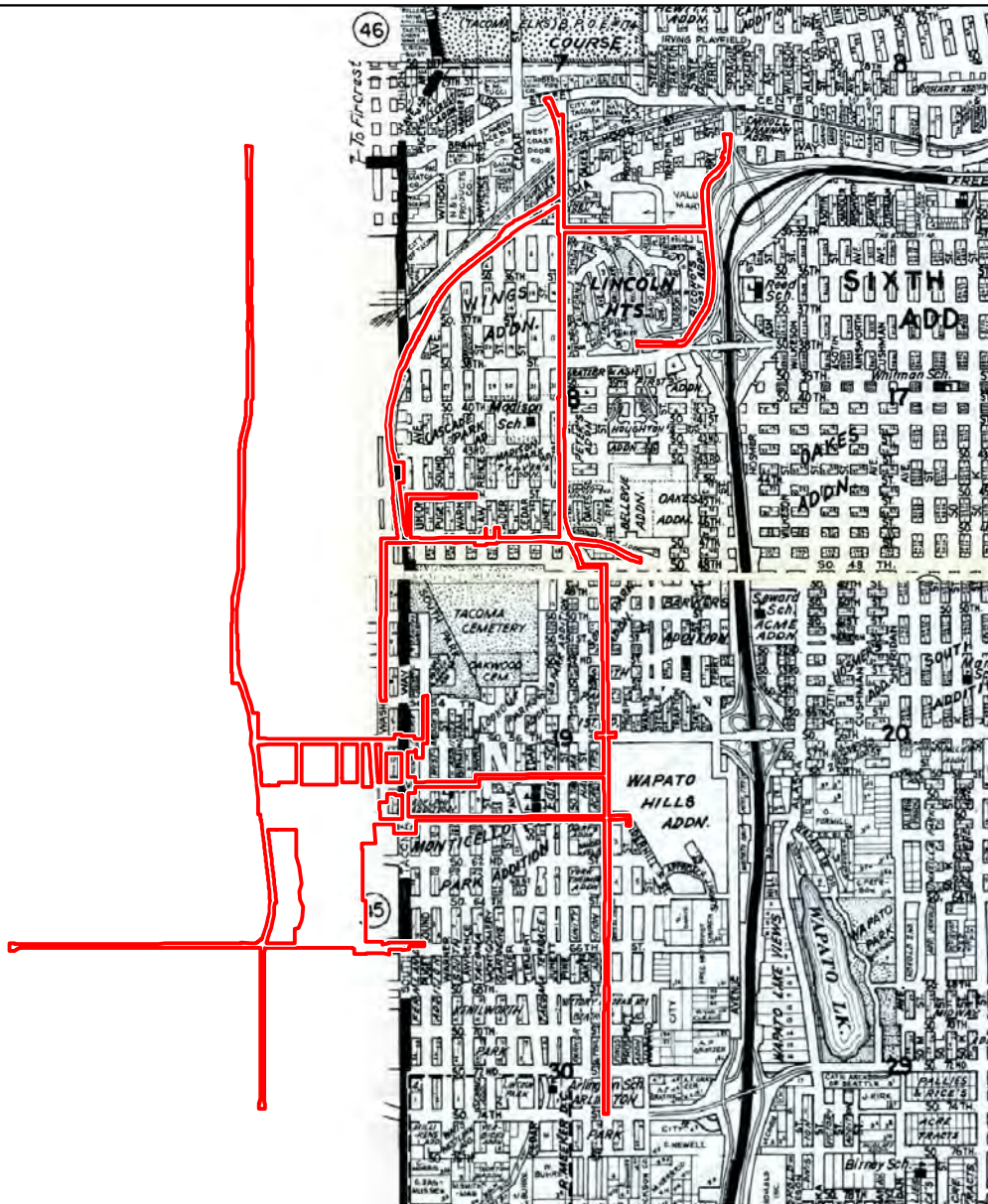
Metsker 1960a, Metsker 1960b
Date: 8/8/2023



Coord/Projection NAD 1983 UTM Zone 10N Transverse Mercator	Datum NAD83	Scale 1:36,000
Township/Range T20N R02E, T20N R03E	Quadrangle Steilacoom and Tacoma South, WA	

Service Layer Credits:





South Tacoma Station Access Improvements Project Phase 2 Township 20 N., Range 3 E W.M. Northwest and Southwest Quarters

Area of Impacts (AI)

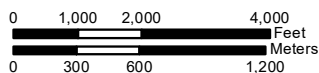
Metsker 1960c, Metsker 1960d
Date: 8/8/2023



**HISTORICAL
RESEARCH
ASSOCIATES, INC.**

Coord/Projection NAD 1983 UTM Zone 10N Transverse Mercator	Datum NAD83	Scale 1:36,000
Township/Range T20N R02E, T20N R03E	Quadrangle Steilacoom and Tacoma South, WA	

Service Layer Credits:



Appendix D

Shovel Probe Table

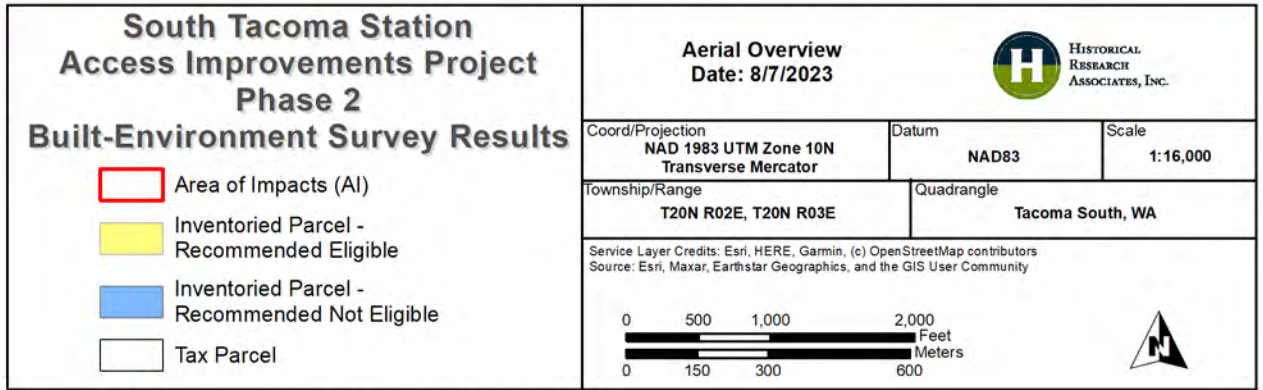
Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
1	97	<p>0-7 Dark brown sandy silt loam topsoil, rootlets from surrounding grasses, few subrounded gravels ranging from small pebbles to medium cobbles</p> <p>7-97: Gray/brown gravelly silty medium-to-coarse-grained sand, many rounded to subangular gravels ranging from small pebbles to large cobbles, few small subrounded cobbles, ~70cmbs sediment becomes increasingly wet with depth – <i>fill</i></p> <p><i>Terminated at depth</i></p>	None
2	100	<p>0-58: Medium brown sandy silt, many small-medium subrounded gravels, many fine top roots – <i>fill</i></p> <p>58-74: Dark brown medium sandy silt, frequent small subrounded gravels, 64-70cmbs buried fine root material – <i>buried A Horizon</i></p> <p>74-81: Pocket of brownish gray sandy clay on East side of probe</p> <p>81-100: Dark brown medium sandy silt, frequent small subrounded gravels, 64-70cmbs buried fine root material</p> <p><i>Terminated at depth</i></p>	~62 cmbs: lengths of twisted white string, fibrous wood debris
3	100	<p>0-14: Dark grayish brown silty loam, some rounded to subangular gravels ranging from small to large pebbles, some fine grass roots – <i>fill</i></p> <p>14-100: Brownish gray silty fine-grained sand, some rounded to subangular gravels ranging from small pebbles to small cobbles, very fine grass and tree roots, lens of very dark brown fine-grained sandy loam in east half of probe from ~65-75cmbs, below which sediment is consistent with the rest of the stratum – <i>fill</i></p> <p><i>Terminated at depth</i></p>	None
4	61	<p>0-10: Dark brown slightly sandy silt loam, common rootlets from surrounding grasses, few subrounded to subangular gravels ranging from small pebbles to small cobbles</p> <p>10-61: Brown/gray silty fine-to-medium, common subrounded to subangular gravels ranging from small pebbles to large cobbles, some chunks of concrete (growing more common with depth), gray sand near bottom of probe, solid chunk of concrete in center of probe at bottom</p> <p><i>Terminated at immovable chunk of concrete</i></p>	<p>35–61 cmbs: concrete chunks starting from about 35cmbs</p> <p>~50 cmbs: piece of insulated wire</p>

Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
5	70	<p>0-16: Medium brown silty sand, mostly small to medium subrounded gravels, few fine roots</p> <p>16-70: Brownish gray silty sand, mostly very small to medium subangular to subrounded gravels, roots – <i>fill</i></p> <p><i>Terminated at boulder obstruction</i></p>	None
6	75	<p>0-15: Dark brown silt loam, some rounded to subangular gravels ranging from small to large pebbles, some fine grass and tree roots</p> <p>15-75: Dark grayish brown fine-grained sandy silt, some rounded to subangular gravels ranging from small pebbles to small cobbles, few fine grass and tree roots, concrete block intruding into SP from ~63cmbs, several pockets of mortar throughout</p> <p><i>Terminated at concrete and cobble obstruction</i></p>	<p>10-15 cmbs: Several chunks of asphalt</p> <p>15-65 cmbs: numerous chunks and fragments of asphalt, one whole brick with mortar adhering to one surface, several small brick fragments, 2 shards of colorless window glass, one rusted 3$\frac{5}{8}$" nail with rounded head</p>
7	13	<p>0-13: Dark brown sandy silt, many very small to medium subangular to subrounded gravels, Moss overlay</p> <p><i>Terminated at concrete foundation from adjacent building</i></p>	None
8	21	<p>0-21: Dark brown sandy silt, many very small to medium subangular to subrounded gravels, Moss overlay</p> <p><i>Terminated at concrete foundation from adjacent building</i></p>	<p>~35 cmbs: concrete chunks starting from about 35cmbs</p> <p>~50 cmbs: piece of insulated wire</p>
9	51	<p>0-7: Brown fine-grained sandy silt loam, common subrounded to subangular gravels ranging from small pebbles to medium cobbles, few rootlets from surrounding grasses, asphalt/concrete chunks present</p> <p>7-51: Light brown coarse-grained sandy silt, mixed with some coarse-grained gray sand, many subangular to subrounded gravels ranging from small pebbles to large cobbles, many chunk of asphalt/concrete, some brick chunks</p> <p><i>Terminated at solid layer of asphalt</i></p>	<p>~30 cmbs: few pieces of nondiagnostic colorless glass fragments</p> <p>~45 cmbs: 2 white ceramic fragments</p>

Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
10	60	<p>0-60: Dark grayish brown silty fine-grained sand, some rounded and surrounded gravels ranging from small pebbles to small cobbles, very few fine shrub roots, degraded concrete foundation pad present at/below 38cmbs</p> <p><i>Terminated at impenetrable concrete layer</i></p>	5-38 cmbs: numerous chunks and small fragments of asphalt, 1 shard of white glass, 1 2¼" round-headed nail, 1 rounded aqua glass shard (bottle neck base)
11	28	<p>0-9: Medium brown sandy silt, many fine roots, broken concrete, many subangular to subrounded very small gravels</p> <p>9-28: Gray sand, degrading concrete, broken asphalt chunks, no roots</p> <p><i>Terminated at concrete foundation from adjacent building</i></p>	None
12	70	<p>0-12: Dark brown fine-grained sandy silt loam, rootlets from surrounding grasses, few gravels ranging from small pebbles to medium cobbles</p> <p>12-70: Light brown/gray silty sand, many subangular to subrounded gravels ranging from small pebbles to large cobbles, chunks of asphalt and concrete</p> <p><i>Terminated at large boulder obstruction</i></p>	None

Appendix E

Built-Environment Survey Results



Appendix F

Historic Property Inventory Forms

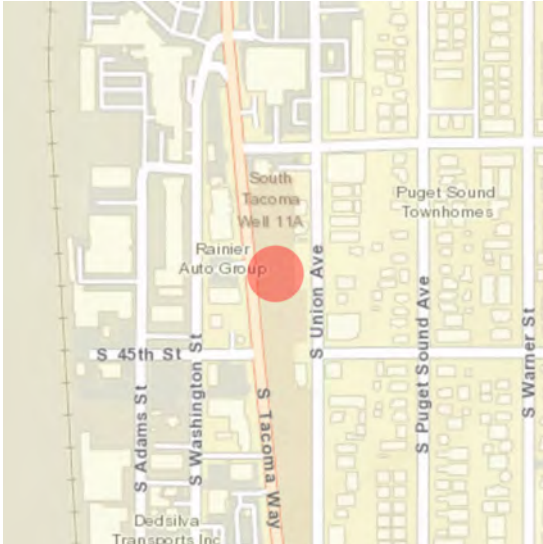


Historic Property Report

Historic Name: Wells and Wellhouses 6 and 11

Property ID: 731137

Location



Address: 4331 S Tacoma Way, Tacoma, Washington, 98409

Tax No/Parcel No: 0220134029

Geographic Areas: T20R02E13, Pierce County, TACOMA SOUTH Quadrangle, Pierce County Certified Local Government, Tacoma Certified Local Government

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1952	<input type="checkbox"/>
Remodel	2001	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Industry/Processing/Extraction	Industry/Processing/Extraction - Waterworks action
Industry/Processing/Extraction	Industry/Processing/Extraction - Waterworks action

Historic Context:

Category

Architecture

Engineering



Historic Property Report

Historic Name: Wells and Wellhouses 6 and 11

Property ID: 731137

Architect/Engineer:

Category	Name or Company
Builder	Tacoma Public Utilities

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Wells and Wellhouses 6 and 11

Property ID: 731137

Photos



Wells and wellhouses at 4331 S Tacoma Way, view northeast.



Wellhouse 6 at 4331 S Tacoma Way, view southwest.



Wellhouse 11A at 4331 S Tacoma Way, view northeast.



Historic Property Report

Historic Name: Wells and Wellhouses 6 and 11

Property ID: 731137

Inventory Details - 6/28/2023

Common name:

Date recorded: 6/28/2023

Field Recorder: Chrisanne Beckner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Utilitarian
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Cladding	Concrete
Cladding	Wood - T 1-11
Structural System	Masonry - Poured Concrete
Plan	Rectangle

Styles:

Period	Style Details
Modern Movement (1930-1970)	Modern

Surveyor Opinion

Significance narrative: Integrity
From their period of construction (ca. 1952), the wells and wellhouses at 4331 S Tacoma Way retain integrity of location, as they remain on their original parcel. They do not retain integrity of setting, design, materials, workmanship, or feeling, due to alterations and additions. A review of aerial photographs and plans and drawings suggest that the site and wellhouse 6 were heavily altered and expanded. In 2001, well 6B was drilled south of the well 6 wellhouse (NETROnline 2023; Tacoma Water 2023). Incompatible replacement of siding and window treatments, along with the addition of external equipment associated with both wells, is evident.

Evaluation

In the nineteenth century, residents of Tacoma obtained water directly from springs and shallow wells. Small distribution systems emerged late in the century. In 1893, the City of Tacoma acquired the privately established Tacoma Light and Water. The City started digging its own wells in 1903, with 20 in place by 1907. The City constructed the Green River gravity supply system in 1910 and replaced its wood stave pipe in the 1930s and 1940s. The City began replacing its original wells in 1929. The original gravity delivery system was expanded throughout the twentieth century but remains in place. In 2006, a second pipeline was added (Tacoma Water 2023).



Historic Property Report

Historic Name: Wells and Wellhouses 6 and 11

Property ID: 731137

Records from Tacoma Public Utilities identify this location as wellhouses and wells 11A (north) and 6A and 6B (south). The drinking water wells are outdoors and located in close proximity to their wellhouses (Tacoma Water 2023). Well 6B was drilled in 2001, either replacing or adding to well 6A. Both wellhouses appear on a site plan from 1950 (Tacoma Water 2023).

Drinking water wells, while part of the infrastructure of Tacoma, are not individual resources as much as parts of a much larger system that provides drinking water throughout Tacoma's service area. The wells and wellhouses are late and altered additions to a system put into place beginning in 1903. For a resource to qualify under Criterion A, it must be associated with significant events, and those associations must be important, as determined by research (NPS 1997). While the system as a whole may be associated with development in Tacoma, based on a review of historic maps and local histories, these wells and wellhouses do not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history. Due to a loss of integrity, they would be unlikely to qualify as contributing resources to a historic district (Criterion A). Background research did not reveal any association of the resources with the lives of significant persons (Criterion B). The wells and wellhouses are modest, utilitarian buildings with few character-defining features apart from their massing. While wellhouse 11 includes smooth concrete surfaces and etched signage, which seem to reference the Art Deco era, it does not possess other character-defining features like rounded surfaces, wood-frame windows, or additional ornament. The well 6A and 6B wellhouse has been altered by the addition of incompatible siding and does not match wellhouse 11 in design or materials. In combination, the wells and wellhouses at 4331 S Tacoma Way do not possess the distinctive characteristics of a particular type, period, or method of construction. They do not possess high artistic values or represent the works of a master. They do not represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). Finally, the wells and wellhouses were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates recommends the wells and wellhouses at 4331 S Tacoma Way not eligible for listing in the NRHP or WHR under any criteria.



Historic Property Report

Historic Name: Wells and Wellhouses 6 and 11

Property ID: 731137

Physical description:

According to the Pierce County Assessor, the wells and wellhouses at 4331 S Tacoma Way were constructed in 1965 (Pierce County Assessor 2023). However, this appears to be an error, as one of the two wellhouses includes a date stamp of 1952. Historic-period aerials indicate that both wellhouses were in their present configuration by 1955 (NETROnline 2023; Pierce County Assessor 2023).

The two wellhouses are located at the north and south ends of a long parcel east of S Tacoma Way. The north building (wellhouse 11A) includes a date stamp of 1952 and is rectangular in plan, a single story tall, and faces west toward S Tacoma Way. It is separated from the second wellhouse by a catchment with pump and a small electrical systems yard. To the south of the catchment is the second wellhouse (wellhouse 6A and 6B). It does not include a date stamp but was constructed circa 1952. It is rectangular in plan, a single story tall, and faces west toward S Tacoma Way. Both pump stations and the systems yard are accessed by curved paths off S Tacoma Way.

Well and wellhouse 11A (1952): Wellhouse 11A sits on a poured-concrete foundation, is constructed of poured concrete, and is topped by a flat roof with systems, possibly venting, above. The building's facade includes an off-center concrete stoop with double pedestrian doors, signage above the doors reading "Well 11-A," and a concrete awning. The facade includes a date stamp in the lower northwest corner and incised ornament including textured panels, a cornice line, ridges at the roofline, and signage above the entry reading "Tacoma City Water." The building's north elevation includes an exterior pipe and additional incised ornament. The rear (east) elevation includes incised ornament and a vent. The south elevation includes incised ornament, an additional vent, and electrical.

Wells and wellhouse 6A and 6B (ca. 1952): Wellhouse 6A and 6B sits on a poured-concrete foundation, is clad in T1-11 with lapped siding at the cornice, and is topped by a flat roof. The building's west elevation includes an off-center sliding window under a small projecting eave. The window is heavily screened. The building's north elevation includes an exterior pipe and a wide screened window under a small projecting eave. The building's rear (east) elevation includes electrical and an additional screened window. The building's south elevation is enclosed by steel fencing. It includes a solid pedestrian door and is connected to exterior piping.

Bibliography:

National Park Service (NPS). 1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed November 2022.

NETROnline. 2023. Historic Aerials. Electronic document, <https://www.historicaerials.com/viewer>, accessed June 23, 2023.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.

Tacoma Water. 2023. Request for Bids: Pulling and Cleanout of South Tacoma Wells Phase 1 (RE-BID). Specification No. TW22-0399F. Electronic document, https://www.cityoftacoma.org/UserFiles/Servers/Server_6/File/cms/Purchasing/FormalBids/TW22-0399F.pdf, accessed June 1, 2023.

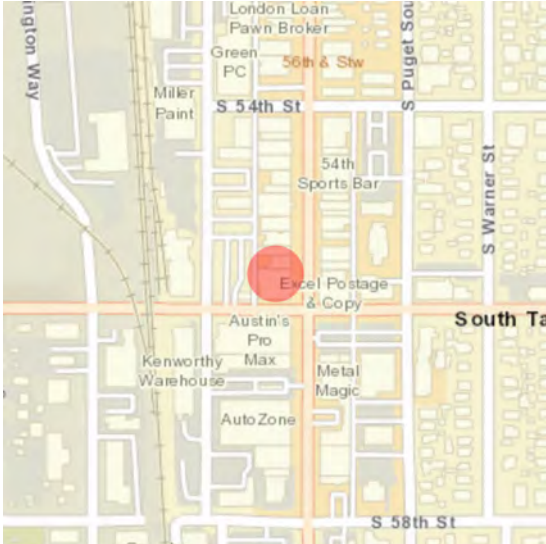


Historic Property Report

Historic Name: North Pacific Bank

Property ID: 530422

Location



Address: 5448 S TACOMA WAY, TACOMA, WA 98409
Tax No/Parcel No: 4695000380
Plat/Block/Lot: Section 24 Township 20 Range 02 Quarter 14 HUNTS P
Geographic Areas: Pierce County, TACOMA SOUTH Quadrangle, T20R02E24

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1914	<input type="checkbox"/>
Addition	1929	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Financial Institution
Commerce/Trade	Commerce/Trade - Financial Institution

Historic Context:

Category
Architecture



Historic Property Report

Historic Name: North Pacific Bank

Property ID: 530422

Architect/Engineer:

Category	Name or Company
Architect	Lundberg & Mahon
Builder	W. J. Hilliard
Builder	John C. Jensen

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: North Pacific Bank

Property ID: 530422

Photos



Bank at 5448-5450 S Tacoma Way



Bank at 5448-5450 S Tacoma Way



Bank at 5448-5450 S Tacoma Way



North Pacific Bank at 5448-5450 S Tacoma Way



North Pacific Bank at 5448-5450 S Tacoma Way



Historic Property Report

Historic Name: North Pacific Bank

Property ID: 530422

Inventory Details - 8/7/2011

Common name:

Date recorded: 8/7/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 4695000380

SHPO Determination

Detail Information

Characteristics:

Category	Item
Structural System	Masonry - Brick
Form Type	Commercial

Surveyor Opinion

Significance narrative:

Modeled as a category "1B" property. Modeling provides a broad planning tool that is not meant to be a definitive decision on individual building historic status nor a substitute for field based survey work and determinations of eligibility. In 2011 the model assigned categories to 39,270 City of Tacoma properties. This work establishes a baseline of legacy data against which to measure future data sets to gauge both retention and attrition.

Modeling stemmed from a city-wide preservation planning need and providing this planning data content in concert with updates to the city's Preservation Plan. The city's goal to have a more comprehensive perspective expanded modeling to include all properties built in or before 1969. This work also included linking and integrating Tacoma Public Library Building Index data to inform modeling.

Modeling provides a tool to augment the traditional survey and inventory approach. The data can effectively guide at a broad city and neighborhood-wide level initial research efforts to develop and prioritize context statements and field survey work. Intended user groups include city staff (preservation, planning and permit), historical societies, consultants and interested citizens and property owners. The data becomes a tool supporting the broader approach of building conservation.

City Preservation Plan categories:

Group 1. HISTORICALLY SIGNIFICANT PROPERTIES

1A. Individually eligible to the National Register (NR)

1B. Contributor to a National Register eligible district

1C. Eligible for local listing, but not to the NR



Historic Property Report

Historic Name: North Pacific Bank

Property ID: 530422

1D. Contributor to a Local Register eligible district

Group 2. NOT HISTORICALLY SIGNIFICANT PROPERTIES

2A. Not eligible, with conditions

2B. Not eligible

Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 5448 S Tacoma Way, Tacoma, is located in Pierce County. According to the county assessor, the structure was built in 1920 and is a financial institution. Also according to the county assessor, the structure was remodeled in 1994. The 2-story, unreinforced masonry building has a roof clad in an unknown material.

Bibliography: Tacoma Building Index data integrated into this form provided courtesy of the Tacoma Public Library. (<http://search.tacomapubliclibrary.org/buildings/bldgv2.asp>)



Historic Property Report

Historic Name: North Pacific Bank

Property ID: 530422

Inventory Details - 7/3/2023

Common name:

Date recorded: 7/3/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial - Two-Part Block
Roof Material	Asphalt/Composition - Built Up
Roof Type	Asphalt/Composition - Built Up
Cladding	Brick - Stretcher Bond
Cladding	Stone
Structural System	Masonry - Brick
Plan	Rectangle

Styles:

Period	Style Details
Early 20th Century American Movements (1900-1940)	Commercial

Surveyor Opinion

Significance narrative: Integrity

From its construction in 1914, the bank building at 5448–5450 S Tacoma Way retains integrity of location and setting, as it continues to function from a prominent corner on S Tacoma Way. The building has been heavily altered by the redesign of its entry, the replacement of all windows and doors, including transoms, and the loss of original signage. Historic photos show that the building originally included a symmetrical facade with two recessed entries facing east. Those entries were removed by the 1950s, as indicated in additional photos, and one of them was later restored. The building does not retain integrity of design, materials, or workmanship. It no longer functions as a bank and does not retain integrity of feeling or association.

Evaluation

The bank building at 5448–5450 S Tacoma Way was constructed in 1914 and is part of a well-developed commercial strip. Archival research revealed that it was originally associated with the North Pacific Bank, which opened in 1906 and moved to this building, designed by Lundberg & Mahon and built by W. J. Hilliard with brick contractor John C. Jensen, in 1914. Managed and later owned by Peter Wallerick, who also owned



Historic Property Report

Historic Name: North Pacific Bank

Property ID: 530422

South Tacoma Motor Co., the bank was reportedly named after the NPRR, which established shops and provided employment in South Tacoma in the late nineteenth century. The building, originally designed to include space for the South Tacoma Post Office, was enlarged for the bank in 1929, the same year the post office moved to a new location (DAHP 2023a).

At the time of survey, signage identified the tenant as the Ford Dynasty Wrestling Club, an organization for young athletes. In 2014, when the building still supported a bank, the Department of Housing and Urban Development (HUD) determined the building not eligible for listing in the NRHP (DAHP 2023a). As the building was last surveyed in 2005, HRA is reevaluating it for NRHP eligibility.

The bank building is associated with commercial activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the bank does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research revealed that the bank was associated with a local business owner, Peter Wallerick. Archival research suggested that Wallerick continued to run the North Pacific Bank, along with other business operations including the South Tacoma Motor Company, with his family late into the twentieth century. However, research did not reveal that his banking activities were demonstrably important in a local, state, or national context. The resource does not appear to have strong associations with the lives of significant persons (Criterion B). The building is a modest example of a classically inspired commercial style, even referred to as Beaux Arts in a previous evaluation (DAHP 2023a). The building was once defined by its symmetrical facade and still retains deep bays ornamented by elaborate brickwork. It was designed by Lundberg and Mahon, a firm operated by Charles Frederick W. Lundberg and C. Frank Mahon from 1913 to 1926. Their notable works include numerous churches, including Street Joseph's Slavic Catholic Church (1912) and Holy Rosary Catholic (1920), as well as the Orpheum and Realart Theaters (1919) (Historic Tacoma 2011). As noted by DAHP:

A 1921 Tacoma Daily Ledger article described the firm: "Since the formation of the partnership in 1913 the firm has planned and supervised the construction of something more than 230 better class buildings, many of them institutions. Lundberg & Mahon represent the newer school of architecture, in that they have assimilated and combined an engineering department with their regular department of architecture, thereby enabling builders to place the entire business of construction in the hands of one firm, a great factor in efficient design and erection of the building, experts assert." [DAHP 2023a]

While the building possesses diminished integrity, it does retain the distinctive characteristics of its particular type, period, and method of construction, namely a commercial bank building from the early twentieth century. Additionally, it does represent the works of a master and does possess high artistic value. The building could represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to a district, should a district be identified) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design,



Historic Property Report

Historic Name: North Pacific Bank

Property ID: 530422

construction methods, or interrelation of the resource (Criterion D).

Due to its significance under Criterion C, HRA recommends the former bank building at 5448–5450 S Tacoma Way eligible for listing in the NRHP, WHR, and TRHP. The building’s period of significance dates to its construction in 1914, and the boundaries of the eligible resource are defined by the boundaries of the historic and present tax parcel.

Physical description:

According to the Pierce County Assessor, the bank building at 5448–5450 S Tacoma Way was constructed in 1914 (Pierce County Assessor 2023). The building is rectangular in plan, one story tall, and its facade faces east toward S Tacoma Way. It sits on a poured-concrete foundation, is clad in running-bond brick with stone at the base and large inset windows, and is topped by a flat, built-up roof. The ornamented cornice includes brick in projecting courses, rows of header bricks, and tile diamonds. A projecting corner sign reads “Heritage Corner.”

The building’s facade includes a large off-center entry, enframed, with double glazed doors topped by a transom, partially filled. The doors are recessed and flanked by sidelights and additional floor-to-ceiling windows. A decorative mosaic is installed at the entry floor and extends out over the sidewalk. Glazed tile is inlaid with brick designed to form three stalks and round floral tops. The entry is flanked by one bay to the south and three bays to the north. Each bay includes a lower black glass panel topped by large, metal-framed window. Bays are separated by columns with stone bases, ornamental projecting bricks, and rows of header bricks at the base and the capital. The building’s south elevation includes no additional doors but eight bays of windows. The ninth bay, at the southeast corner, is infilled with brick. The building’s west elevation, visible from the alley, is concrete, with secondary entry doors under a deep concrete awning and four deeply recessed windows, along with what appears to be a projecting triangular window, possibly designed for bank security.

Bibliography:

Department of Archaeology and Historic Preservation (DAHP). 2023a. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Electronic document, www.dahp.wa.gov, accessed January 19, 2023.

Historic Tacoma. 2011. Historic Preservation Resource Guide. Electronic document, <https://cms.cityoftacoma.org/planning/historic-preservation/nominating/architectural-styles-and-architects.pdf>, accessed June 1, 2023.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.



Historic Property Report

Historic Name: Highway Garage/South Tacoma Motor Co.

Property ID: 50019

Location



Address: 5602 S Tacoma Way, Tacoma, WA 98409

Tax No/Parcel No: 4695001250

Geographic Areas: Pierce County Certified Local Government, Tacoma Certified Local Government, Pierce County, T20R02E40, TACOMA SOUTH Quadrangle, T20R02E24

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1925	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Transportation	Transportation - Road-Related (vehicular)
Transportation	Transportation - Road-Related (vehicular)

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
Architect	Lundberg & Mahon



Historic Property Report

Historic Name: Highway Garage/South Tacoma Motor Co.

Property ID: 50019

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2006-09-00100, , Historic South Tacoma		Not Determined	
2006-09-00101, , Tacoma Cultural Resources Survey, South End Planning Area (1997)		Not Determined	
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	



Historic Property Report

Historic Name: Highway Garage/South Tacoma Motor Co.

Property ID: 50019

Photos



5602 S Tacoma Way



5602 S Tacoma Way



5602 S Tacoma Way



5602 S Tacoma Way Historic photo



NE Corner



Original HPI form(s)



Historic Property Report

Historic Name: Highway Garage/South Tacoma Motor Co.

Property ID: 50019

Inventory Details - 1/1/1900

Common name: South Tacoma Chevrolet

Date recorded: 1/1/1900

Field Recorder: Joe Pavia

Field Site number: 626.00.007

SHPO Determination

Detail Information

Surveyor Opinion

Significance narrative: Highway Garage opened as a Chevrolet dealership in 1919. Peter Wallerich, president of North Pacific Bank, purchased it in 1924, and operated it until his death in 1951. It remained in the Wallerich family through the early 1990s.

Physical description: The building is in generally good shape.

Bibliography: Tacoma News Tribune.



Historic Property Report

Historic Name: Highway Garage/South Tacoma Motor Co.

Property ID: 50019

Inventory Details - 1/1/1900

Common name: Gilchrist Chevrolet

Date recorded: 1/1/1900

Field Recorder:

Field Site number:

SHPO Determination



Historic Property Report

Historic Name: Highway Garage/South Tacoma Motor Co.

Property ID: 50019

Inventory Details - 8/20/1997

Common name: South Tacoma Chevrolet

Date recorded: 8/20/1997

Field Recorder: Joe Pavia

Field Site number: 626.00.007

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Cladding	Stucco
Cladding	Wood - Clapboard

Surveyor Opinion

Significance narrative: Highway Garage opened as a Chevrolet dealership in 1919. Peter Wallerich, president of North Pacific Bank, purchased it in 1924, and operated it until his death in 1951. It remained in the Wallerich family through the early 1990s.

Physical description: The building is in generally good shape.

Bibliography: Tacoma News Tribune.



Historic Property Report

Historic Name: Highway Garage/South Tacoma Motor Co.

Property ID: 50019

Inventory Details - 5/17/2005

Common name: South Tacoma Chevrolet

Date recorded: 5/17/2005

Field Recorder: Eysaman & Co

Field Site number: 626.00.007

SHPO Determination

Detail Information

Characteristics:

Category	Item
Roof Type	Gable
Structural System	Wood - Braced Frame
Cladding	Wood - Clapboard
Cladding	Brick - Stretcher Bond
Foundation	Concrete - Poured
Roof Material	Asphalt/Composition - Shingle
Plan	Rectangle
Roof Type	Flat with Parapet

Surveyor Opinion

Significance narrative: Built 1925 according to tax records,

(1997 text:) Highway Garage opened as a Chevrolet dealership in 1919. Peter Wallerich, president of North Pacific Bank, purchased it in 1924, and operated it until his death in 1951. It remained in the Wallerich Family through the early 1990's.

Physical description: The structure is in three main portions. The South Tacoma Way front has a flat roof with parapet. It has brick piers and modern plate glass windows. There is a metal standing seam awning on the east and north sides supported by knee brackets. To the south is a slightly taller concrete block section with three large garage doors filling the entire façade. The middle section has a broken parapet with wood clapboard siding. There is a stringer separating the parapet from the main wall. Typical windows are wood casements. There is a historic door with six-pane light. The west section, extending to Washington Street, has a shallow gable roof. Typical windows are large multipane with center Chicago style pivoting operable sections. There are large wood sliding doors with large multipane lights, and also a modern garage door with a metal awning supported by brackets.

Bibliography: Tacoma News Tribune
www.piercecountywa.org/cfapps/epip.cfm



Historic Property Report

Historic Name: Highway Garage/South Tacoma Motor Co.

Property ID: 50019

Inventory Details - 8/7/2011

Common name: South Tacoma Chevrolet

Date recorded: 8/7/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 626.00.007

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial
Structural System	Masonry - Brick

Surveyor Opinion

Significance narrative:

Modeled as a category "1A" property. Modeling provides a broad planning tool that is not meant to be a definitive decision on individual building historic status nor a substitute for field based survey work and determinations of eligibility. In 2011 the model assigned categories to 39,270 City of Tacoma properties. This work establishes a baseline of legacy data against which to measure future data sets to gauge both retention and attrition.

Modeling stemmed from a city-wide preservation planning need and providing this planning data content in concert with updates to the city's Preservation Plan. The city's goal to have a more comprehensive perspective expanded modeling to include all properties built in or before 1969. This work also included linking and integrating Tacoma Public Library Building Index data to inform modeling.

Modeling provides a tool to augment the traditional survey and inventory approach. The data can effectively guide at a broad city and neighborhood-wide level initial research efforts to develop and prioritize context statements and field survey work. Intended user groups include city staff (preservation, planning and permit), historical societies, consultants and interested citizens and property owners. The data becomes a tool supporting the broader approach of building conservation.

City Preservation Plan categories:

Group 1. HISTORICALLY SIGNIFICANT PROPERTIES

1A. Individually eligible to the National Register (NR)

1B. Contributor to a National Register eligible district

1C. Eligible for local listing, but not to the NR



Historic Property Report

Historic Name: Highway Garage/South Tacoma Motor Co.

Property ID: 50019

1D. Contributor to a Local Register eligible district

Group 2. NOT HISTORICALLY SIGNIFICANT PROPERTIES

2A. Not eligible, with conditions

2B. Not eligible

The following link connects to historic photograph(s) of the building maintained by the Tacoma Public Library's Northwest Room & Special Collections Northwest Photography Archive:

<http://search.tacomapubliclibrary.org/buildings/bldg1up.asp?n=25169>

The following newspaper citations and background collected by Tacoma Public Library librarians as part of the Tacoma/Pierce County Building Index at <http://search.tacomapubliclibrary.org/buildings/bldgv2.asp>:

South Tacoma Motor Co.

TDL 8/31/1924 p.G5 Chevrolet home full block long

TDL 9/7/1924 p.G7 Plan opening of Chevrolet home

TDL 9/14/1924 p.B5 Chevrolet home at South Tacoma opens

TDL 9/28/1924 p.G6 (interior il)

TDL 10/11/1925 p.B4 Motor agencies plan expansion (addition at 5608 South Tacoma Way by Thomas Holmberg, contr.)

TDL 2/14/1926 p.G7 (interior il)

TDL 3/21/1926 p.G7 South Tacoma Motor holds open house

TDL 3/28/1926 p.G12 Many visit enlarged Chevrolet quarters (interior il)

TDL 7/11/1926 p.G6 (il)

TDL 8/23/1931 p.A8 (interior il)

TDL 4/1/1934 p.A6 (il)

TDL 9/16/1934 p.A10 (il)

TNT 5/19/1938 p.8 Fair courier rides in Chevrolet (il)

TNT 12/13/1945 p.12 Veterinarian will build (permit taken to "complete garage building")

The following newspaper citations and background collected by Tacoma Public Library librarians as part of the Tacoma/Pierce County Building Index at <http://search.tacomapubliclibrary.org/buildings/bldgv2.asp>:

Highway Garage

Lundberg & Mahon, arch.

TDL 3/30/1919 p.C12 New home of the Highway Garage (il)

TDL 4/13/1919 p.B7 (mention)

TDL 5/11/1919 p.C11 (il)

TDL 5/18/1919 p.C12 (interior il)

TDL 6/15/1919 p.C1 (il)

Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry



Historic Property Report

Historic Name: Highway Garage/South Tacoma Motor Co.

Property ID: 50019

burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 5602 S Tacoma Way, Tacoma, is located in Pierce County. According to the county assessor, the structure was built in 1919 and is a commercial business. Also according to the county assessor, the structure was remodeled in 1978. The 1-story, unreinforced masonry building has a roof clad in an unknown material.

Bibliography: Tacoma Building Index data integrated into this form provided courtesy of the Tacoma Public Library. (<http://search.tacomapubliclibrary.org/buildings/bldgv2.asp>)



Historic Property Report

Historic Name: Highway Garage/South Tacoma Motor Co.

Property ID: 50019

Inventory Details - 7/3/2023

Common name:

Date recorded: 7/3/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial - One-Part Block
Roof Type	Flat with Parapet
Structural System	Masonry - Brick
Roof Type	Hip
Roof Material	Asphalt/Composition - Shingle
Roof Type	Gable
Roof Type	Varied Roof Lines

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative: Integrity

From its period of construction (1925), the commercial building at 5602 S Tacoma Way retains integrity of location and setting. The building is made up of separate masses united by a shared facade. As early as 1955, historic aerials show that the building and its separate masses were in their present configuration. The building does not retain integrity of design, materials, or workmanship, due to numerous alterations including the addition of garages, incompatible siding, the addition of a large central parapet (added since 2005 based on previous survey photos), the redesign of the entry, the loss of original signage and parapets, and the replacement of windows and window openings that once characterized the building's north elevation and northwest corner. The building does retain integrity of feeling and association, as it continues to feature a large corner showroom and additional auto-related services.

Evaluation

The commercial building at 5602 S Tacoma Way was constructed in 1925 on the original location of the South Tacoma Motor Company, a Chevrolet dealership founded by Peter Wallerich in a previous building in 1919. The store was an anchor for S Tacoma Way,



Historic Property Report

Historic Name: Highway Garage/South Tacoma Motor Co.

Property ID: 50019

which later became known as Tacoma's auto row. The Wallerich family sold the company to new owners Gary and John Gilchrist in 1988, and they operated a Chevy dealership there until 1994. In 1998, Walt Austin, whose father started Walt's Radiator in 1962, opened Austin's Pro/Max Performance Center at the location with his two sons, both racecar drivers (Tacoma Daily Ledger 1926; Tacoma News Tribune 1988, 1998). At the time of survey, the building remained an auto-related business on a well-developed commercial strip.

In 2014, HUD determined the building not eligible for listing in the NRHP (DAHP 2023). As the building was last surveyed in 2005, before it was heavily altered by the addition of the central parapet, HRA is reevaluating it for NRHP eligibility.

The commercial building at 5602 S Tacoma Way is associated with commercial activity in South Tacoma, and more importantly, the expansion of auto-related businesses in the early years of the twentieth century, which eventually turned S Tacoma Way into Tacoma's auto row. It remained associated with auto-related business at the time of survey, when it was owned by the Austin family, who have been selling and servicing "street rods and muscle cars," as signage indicates, since 1998. The building does appear to have important associations with events that made a significant contribution to the broad patterns of local history in the areas of commerce and transportation, as it was an early auto-related building on Tacoma's auto row (Criterion A). Background research revealed that the South Tacoma Motor Company building was associated with a local business owner, Peter Wallerich. Archival research suggested that Wallerich continued to run local businesses in the area, along with his family, late into the twentieth century. While Wallerich was involved in other businesses, his auto-related activity at this location appears to be amongst his most significant efforts. The building does appear to be associated with the lives of significant persons, namely Peter Wallerich (Criterion B). The building was, at the time of construction, a one-part commercial block with large display windows, transoms, and double parapets on its east elevation. The building has, however, been heavily altered by a garage addition, replacement materials, and the addition of a large and prominent corner parapet with neon signage. Additions have obscured its historic character. The building is not a distinctive example of its particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to a district should a district be identified) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

The building has lost significant integrity and no longer expresses its significance as an early twentieth-century commercial building associated with the early years of Tacoma's auto row. In spite of its significance under Criteria A and B, due to integrity loss, HRA recommends that the building at 5602 S Tacoma Way does not qualify for listing in the NRHP, WHR, or TRHP under any criteria.



Historic Property Report

Historic Name: Highway Garage/South Tacoma Motor Co.

Property ID: 50019

Physical description:

According to the Pierce County Assessor, the large commercial building at 5602 S Tacoma Way was constructed as a service garage and showroom in 1925 (Pierce County Assessor 2023). The building sits on the prominent southwest corner of the intersection of S Tacoma Way and S 56th Street. It is rectangular in plan, made up of numerous separate masses with varied rooflines. Its primary elevations face both east and north. The building sits on a poured-concrete foundation, is constructed primarily of brick piers with walls of window glass topped by stucco parapets and standing-seam metal eaves. Parapets are oversized, stepped, and lined in neon. Applied signage reads "Austin's Pro/Max Automotive Sales & Service."

The building's corner showroom includes metal-frame, glazed pedestrian doors within walls of window glass. The building's southern bay includes three garage bays with partially glazed overhead doors. The building's north elevation includes one-over-one vinyl-frame windows west of the showroom, and additional garage bays and shallow, three-part windows at the northwest corner. The building's west elevation shows that the building is divided into three masses, one with a shingled hip roof, one with a gabled roof, and one with a flat roof. The west elevation is primarily devoted to garage bays with overhead doors.

Bibliography:

Department of Archaeology and Historic Preservation (DAHP). 2023. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Electronic document, www.dahp.wa.gov, accessed January 19, 2023.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.

Tacoma Daily Ledger. 1926. New Home of South Tacoma Motor Open for Inspection, March 21.

Tacoma News Tribune.

———. 1988. Wallerich Sells Chevy Franchise. March 12.

———. 1998. Austins Will Turn Historic Auto Site Into a Hot Corner, June 16.



Historic Property Report

Historic Name: Commercial building

Property ID: 530424

Location



Address: 5447 S TACOMA WAY, TACOMA, WA 98409
Tax No/Parcel No: 4695000080
Plat/Block/Lot: Section 19 Township 20 Range 03 Quarter 23 HUNTS P
Geographic Areas: Pierce County, TACOMA SOUTH Quadrangle, T20R03E19

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1920	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Business

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
----------	-----------------



Historic Property Report

Historic Name: Commercial building

Property ID: 530424

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	



Historic Property Report

Historic Name: Commercial building

Property ID: 530424

Photos



5447-5449 S Tacoma Way



5447-5449 S Tacoma Way



Historic Property Report

Historic Name: Commercial building

Property ID: 530424

Inventory Details - 8/7/2011

Common name:

Date recorded: 8/7/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 4695000080

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial
Structural System	Wood - Platform Frame

Surveyor Opinion

Significance narrative:

Modeled as a category "1B" property. Modeling provides a broad planning tool that is not meant to be a definitive decision on individual building historic status nor a substitute for field based survey work and determinations of eligibility. In 2011 the model assigned categories to 39,270 City of Tacoma properties. This work establishes a baseline of legacy data against which to measure future data sets to gauge both retention and attrition.

Modeling stemmed from a city-wide preservation planning need and providing this planning data content in concert with updates to the city's Preservation Plan. The city's goal to have a more comprehensive perspective expanded modeling to include all properties built in or before 1969. This work also included linking and integrating Tacoma Public Library Building Index data to inform modeling.

Modeling provides a tool to augment the traditional survey and inventory approach. The data can effectively guide at a broad city and neighborhood-wide level initial research efforts to develop and prioritize context statements and field survey work. Intended user groups include city staff (preservation, planning and permit), historical societies, consultants and interested citizens and property owners. The data becomes a tool supporting the broader approach of building conservation.

City Preservation Plan categories:

Group 1. HISTORICALLY SIGNIFICANT PROPERTIES

1A. Individually eligible to the National Register (NR)

1B. Contributor to a National Register eligible district

1C. Eligible for local listing, but not to the NR



Historic Property Report

Historic Name: Commercial building

Property ID: 530424

1D. Contributor to a Local Register eligible district

Group 2. NOT HISTORICALLY SIGNIFICANT PROPERTIES

2A. Not eligible, with conditions

2B. Not eligible

Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 5447 S Tacoma Way, Tacoma, is located in Pierce County. According to the county assessor, the structure was built in 1920 and is a commercial business. Also according to the county assessor, the structure was remodeled in 1978. The 1-story, platform frame building has a roof clad in an unknown material.

Bibliography: Tacoma Building Index data integrated into this form provided courtesy of the Tacoma Public Library. (<http://search.tacomapubliclibrary.org/buildings/bldgv2.asp>)



Historic Property Report

Historic Name: Commercial building

Property ID: 530424

Inventory Details - 7/3/2023

Common name:

Date recorded: 7/3/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Plan	Rectangle
Cladding	Brick - Stretcher Bond
Cladding	Wood - Plywood
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Form Type	Commercial - Strip Commercial

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Historic Name: Commercial building

Property ID: 530424

Significance narrative: Integrity

From its period of construction (1920), the one-part commercial block at 5447–5449 S Tacoma Way retains integrity of location and setting, as it continues to function from a prominent corner on S Tacoma Way. The building has been heavily altered by the redesign of its entry, the replacement of all windows and doors, including transoms, the loss of original signage, the addition of a partial second story, incompatible siding, incompatible eaves, and the covering of original window openings. It does not retain integrity of design, materials, or workmanship. Additionally, it lacks integrity of feeling or association, as it no longer serves as a retail store on a shopping strip.

Evaluation

The commercial building at 5447–5449 S Tacoma Way was constructed in 1920 and is part of a well-developed commercial strip. Archival research revealed that the building housed numerous commercial operations, including a market in the 1940s, a shoe store from the late 1940s to at least 1960, a men's store that opened in 1962, and an office machine store in the 1980s (Tacoma News Tribune 1942, 1949, 1960, 1962, 1981).

The building is associated with commercial activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the bank does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building was constructed as a commercial block with street-facing display windows. However, a history of alterations, including extensive alteration to the building's facade, has obscured its original character. The building no longer retains the distinctive features of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. Based on a lack of integrity, it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 5447–5449 Tacoma Way not eligible for listing in the NRHP, WHR, or TRHP under any criteria.



Historic Property Report

Historic Name: Commercial building

Property ID: 530424

Physical description:

According to the Pierce County Assessor, the commercial block at 5447–5449 S Tacoma Way was constructed in 1920 (Pierce County Assessor 2023). The building is rectangular in plan, two stories tall at the rear and one story at the facade, and faces west toward S Tacoma Way. The building sits on a poured-concrete foundation and includes walls partially clad in running-bond brick at the base. Secondary walls are clad in pebble-dash, and the facade includes walls that are likely glazed but currently covered in painted plywood. The building is topped by a flat, built-up roof with deep standing-seam metal eave.

The building's west-facing facade includes two aluminum-frame pedestrian entries, each with a glazed door. Transoms have been filled with louvered vents or covered by plywood. The northern entry is paired with two uncovered, aluminum-frame windows. Additional windows, if they remain, are covered in plywood. The building's south elevation includes two additional entries near the southeast corner, each with a glazed, aluminum-frame door, transom, and some aluminum-frame windows next to panels covered in pebble-dash. The rear elevation includes an exterior stair to the second floor. Above the eave is a wall clad in pebble-dash with aluminum-frame sliding windows.

Bibliography:

Department of Archaeology and Historic Preservation (DAHP). 2023. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Electronic document, www.dahp.wa.gov, accessed January 19, 2023.

National Park Service (NPS). 1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed November 2022.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.

Tacoma News Tribune. 1942. List Depots For Salvage, June 10.

———. 1949. Just Arrived, Child's Barefoot Sandals, February 27.

———. 1960. "Horseless Carriage Days" Shoe Specials!, July 12.

———. 1981. Spring Start Seen for South Tacoma Way Beautification, August 2.



Historic Property Report

Historic Name: Commercial

Property ID: 731156

Location



Address: 3512 S 56th St, Tacoma, Washington, 98409

Geographic Areas: Pierce County Certified Local Government, Tacoma Certified Local Government, T20R03E19, Pierce County, TACOMA SOUTH Quadrangle

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1963	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Business

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
----------	-----------------



Historic Property Report

Historic Name: Commercial

Property ID: 731156

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	



Historic Property Report

Historic Name: Commercial

Property ID: 731156

Photos



3512-3514 S 56th Street



3512-3514 S 56th Street



Historic Property Report

Historic Name: Commercial

Property ID: 731156

Inventory Details - 7/3/2023

Common name:

Date recorded: 7/3/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Cladding	Stucco
Roof Type	Varied Roof Lines
Roof Material	Metal - Standing Seam

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Historic Name: Commercial

Property ID: 731156

Significance narrative: Integrity

From its period of construction (1963), the commercial building at 3512–3514 S 56th Street retains integrity of location and setting, as it remains on its original parcel. It does not retain integrity of design, materials, workmanship, feeling, or association, as newspaper articles note that the building was originally constructed for one business, a drive-thru restaurant (Tacoma Public Library 2023). Materials and storefront design suggest that the building was divided much later and renovated to provide two distinct storefronts, likely in the early twenty-first century, as newspaper articles refer to the location as Bob's Burger Barn as late as 2001 and begin to refer to it as Starbucks in 2010 (Tacoma News Tribune 2001, 2010).

Evaluation

The commercial building at 3512–3514 S 56th Street was constructed in 1963 alongside a long-established commercial corridor. In the 1960s, Bob's Burger Barn, a local chain with other locations in the South Puget Sound, opened a drive-in restaurant at this location. It operated here until the early twenty-first century when the building was renovated and converted to two businesses, both with a retail use.

The building is associated with commercial activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the bank does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building was once a drive-thru restaurant. However, extensive renovations have obscured its historic-period use and character. The building no longer retains the distinctive features of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. Based on a lack of integrity, it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 3512–3514 S 56th Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.



Historic Property Report

Historic Name: Commercial

Property ID: 731156

Physical description:

According to the Pierce County Assessor, the single-story commercial block at 3512--3514 S 56th Street was constructed in 1963 (Pierce County Assessor 2023). The building, which faces north and west, is divided into two storefronts with incongruous facades, one for Cricket Wireless and one for Starbucks.

The building sits on a poured-concrete foundation, is clad in stucco, and is topped by a standing-seam metal roof. The eastern storefront, used by Cricket Wireless, includes a stepped, central projecting parapet supported by concrete pillars. The parapet supports applied signage. Walls are stuccoed and surround an entry consisting of a single pedestrian entry door flanked east and west by full-height windows topped by transoms. No other fenestration is visible. To the west of the Cricket storefront is a Starbucks Coffee outlet with a shallow gable roof with deep eaves and visible rafter tails, which shelters two entries, both with glazed pedestrian doors paired with metal-frame windows topped by full-height transoms. The building's west elevation includes metal-frame windows. On the building's south elevation, it abuts an additional commercial building.

Bibliography:

Department of Archaeology and Historic Preservation (DAHP). 2023. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Electronic document, www.dahp.wa.gov, accessed January 19, 2023.

National Park Service (NPS). 1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed November 2022.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.

Tacoma News Tribune. 2001. Experience Fast Food Help Needed, ad., January 11. ——. 2010. May 31, 2009, February 10.

Tacoma Public Library. 2023. Tacoma-Pierce County Building Index. Electronic document, <https://cdm17061.contentdm.oclc.org/digital/collection/p17061coll1>, accessed March 29, 2023.



Historic Property Report

Historic Name: 5801 S Adams Street

Property ID: 731158

Location



Address: 5801 S Adams St, Tacoma, Washington, 98409

Geographic Areas: T20R02E38, Pierce County, TACOMA SOUTH Quadrangle, Tacoma Certified Local Government, Pierce County Certified Local Government

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
	1975	<input type="checkbox"/>
Built Date	1975	<input type="checkbox"/>
Addition	1989	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Transportation	Transportation - Road-Related (vehicular)
Transportation	Transportation - Road-Related (vehicular)

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
----------	-----------------



Historic Property Report

Historic Name: 5801 S Adams Street

Property ID: 731158

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	



Historic Property Report

Historic Name: 5801 S Adams Street

Property ID: 731158

Photos



5801 S Adams Street



5801 S Adams Street



Historic Property Report

Historic Name: 5801 S Adams Street

Property ID: 731158

Inventory Details - 7/3/2023

Common name:

Date recorded: 7/3/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial - One-Part Block
Roof Material	Metal - Standing Seam
Cladding	Metal
Plan	L-Shape
Roof Type	Varied Roof Lines

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Historic Name: 5801 S Adams Street

Property ID: 731158

Significance narrative: Integrity

From its period of construction (1975), the building at 5801 S Adams Street retains integrity of location and setting, as it remains on its original parcel adjacent to railroad tracks. It does not retain integrity of design, materials, workmanship, feeling, or association, as it was greatly enlarged by an incompatible addition ca. 1989, its original window openings have been sealed, and as part of its renovation, its primary entry was shifted from the north elevation to the west elevation (Seattle Automotive Distributing 2023; Tacoma News Tribune 1998b).

Evaluation

According to the present owner's website, the building at 5801 S Adams Street was once the Gilchrist paint shop, presumably associated with the south Tacoma car dealership of the same name. In 1989, the owner of Seattle Automotive Distributing, founded in 1983, purchased the building as the business's second location, expanding on the original warehouse. The building has since been associated with Tacoma Automotive Distributing, one of numerous locations held by Seattle Automotive Distributing, a business with headquarters in Auburn (Seattle Automotive Distributing 2023; Tacoma News Tribune 1998).

The building is associated with commercial activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building was once an automotive paint shop. Extensive renovations and additions have expanded the building's footprint, expanded its use, and obscured its historic-period character. The building no longer retains the distinctive features of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. Based on a lack of integrity, it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 5801 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.



Historic Property Report

Historic Name: 5801 S Adams Street

Property ID: 731158

Physical description:

According to the Pierce County Assessor, the building at 5801 S Adams Street was constructed in 1975 (Pierce County Assessor 2023). The building is made up of one- and two-story warehouses and offices facing west toward S Adams Street. The building has an L-shaped plan with a side-gabled wing to the north (constructed in 1975) and a square, flat-roofed warehouse and office to the south (added ca. 1995) (NETROnline 2023).

The building's original warehouse is constructed of concrete block and is topped by a standing-seam metal roof. The west elevation includes no fenestration. T1-11 is located in the gable. The north elevation includes an overhead garage door, a steel pedestrian door, and a row of wood-frame window openings under the eave that have been filled with fiber board. The east elevation includes one overhead garage door facing the railroad tracks. The addition to the south is clad in ribbed-metal panels and includes a central entry under a projecting second-story office supported by concrete-block pillars. Doors and windows are metal frame. South of the entry is a large warehouse recessed under a deep eave with overhead garage doors and one pedestrian steel door. The building is used by Tacoma Automotive Distributing, Inc.

Bibliography:

Department of Archaeology and Historic Preservation (DAHP). 2023. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Electronic document, www.dahp.wa.gov, accessed January 19, 2023.

National Park Service (NPS). 1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed November 2022.

NETROnline. 2023, Historic Aerials. Electronic document, <https://www.historicaerials.com/viewer>, accessed June 23, 2023.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.

Seattle Automotive Distributing. 2023. About Us. Electronic document, <https://seattleautomotive.com/>, accessed June 2, 2023.

Tacoma News Tribune. 1998b. Drivers, January 29.



Historic Property Report

Historic Name: Russ Dunmire Oldsmobile

Property ID: 523036

Location



Address: 5802 S TACOMA WAY, TACOMA, WA 98409
Tax No/Parcel No: 3690000021
Plat/Block/Lot: Section 24 Township 20 Range 02 Quarter 41 ELMWOOD
Geographic Areas: Pierce County, TACOMA SOUTH Quadrangle, T20R02E24

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1969	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Transportation	Transportation - Road-Related (vehicular)
Transportation	Transportation - Road-Related (vehicular)

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
----------	-----------------



Historic Property Report

Historic Name: Russ Dunmire Oldsmobile

Property ID: 523036

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2011-09-00165, , Assessors Data Project: Tacoma C		Not Determined	
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	



Historic Property Report

Historic Name: Russ Dunmire Oldsmobile

Property ID: 523036

Photos



5802 S Tacoma Way



5802 S Tacoma Way



5802 S Tacoma Way



Historic Property Report

Historic Name: Russ Dunmire Oldsmobile

Property ID: 523036

Inventory Details - 8/5/2011

Common name:

Date recorded: 8/5/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 3690000021

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial
Structural System	Wood - Platform Frame

Surveyor Opinion

Significance narrative: The building's materials constitute a potential demolition waste of 25.0368 tons. Analysis of potential demolition materials was undertaken as part of updates to the City of Tacoma's Preservation Plan in 2011 to identify potential landfill costs. The analysis combined calculations and values from the EPA's 2003 Estimating 2003 Building-Related Construction and Demolition Materials Amounts with county assessor building and University of Washington, Washington State Parcel Database form information.

Modeled as a category "2B" property. Modeling provides a broad planning tool that is not meant to be a definitive decision on individual building historic status nor a substitute for field based survey work and determinations of eligibility. In 2011 the model assigned categories to 39,270 City of Tacoma properties. This work establishes a baseline of legacy data against which to measure future data sets to gauge both retention and attrition.

Modeling stemmed from a city-wide preservation planning need and providing this planning data content in concert with updates to the city's Preservation Plan. The city's goal to have a more comprehensive perspective expanded modeling to include all properties built in or before 1969. This work also included linking and integrating Tacoma Public Library Building Index data to inform modeling.

Modeling provides a tool to augment the traditional survey and inventory approach. The data can effectively guide at a broad city and neighborhood-wide level initial research efforts to develop and prioritize context statements and field survey work. Intended user groups include city staff (preservation, planning and permit), historical societies, consultants and interested citizens and property owners. The data becomes a tool supporting the broader approach of building conservation.

City Preservation Plan categories:

Group 1. HISTORICALLY SIGNIFICANT PROPERTIES

1A. Individually eligible to the National Register (NR)



Historic Property Report

Historic Name: Russ Dunmire Oldsmobile

Property ID: 523036

1B. Contributor to a National Register eligible district

1C. Eligible for local listing, but not to the NR

1D. Contributor to a Local Register eligible district

Group 2. NOT HISTORICALLY SIGNIFICANT PROPERTIES

2A. Not eligible, with conditions

2B. Not eligible

The following link connects to historic photograph(s) of the building maintained by the Tacoma Public Library's Northwest Room & Special Collections Northwest Photography Archive:

<http://search.tacomapubliclibrary.org/buildings/bldg1up.asp?n=25192>

The following newspaper citations and background collected by Tacoma Public Library librarians as part of the Tacoma/Pierce County Building Index at <http://search.tacomapubliclibrary.org/buildings/bldgv2.asp>:

Union Oil Co. Service Station
TDL 11/13/1921 p.B7 permits

The following newspaper citations and background collected by Tacoma Public Library librarians as part of the Tacoma/Pierce County Building Index at <http://search.tacomapubliclibrary.org/buildings/bldgv2.asp>:

Associated Oil Co. Service Station
TDL 11/4/1928 p.E8 permits

The following newspaper citations and background was collected by Tacoma Public Library librarians about previous demolitions on the tax lot:

S.L. Lewis, builder
TDL 8/25/1907 p.17 permits

Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI



Historic Property Report

Historic Name: Russ Dunmire Oldsmobile

Property ID: 523036

allowed the data upload. Calculation of point locations utilized the center of each parcel.

Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description:

The building at 5802 S Tacoma Way, Tacoma, is located in Pierce County. According to the county assessor, the structure was built in 1928 and is a commercial business. Also according to the county assessor, the structure was remodeled in 1978. The 2-story, platform frame building has a roof clad in an unknown material.

Bibliography:

Tacoma Building Index data integrated into this form provided courtesy of the Tacoma Public Library. (<http://search.tacomapubliclibrary.org/buildings/bldgv2.asp>)



Historic Property Report

Historic Name: Russ Dunmire Oldsmobile

Property ID: 523036

Inventory Details - 7/3/2023

Common name:

Date recorded: 7/3/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Block
Cladding	Wood - Plywood
Cladding	Wood
Cladding	Fiber Cement Board
Roof Type	Shed
Plan	Irregular
Form Type	Commercial

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative: Integrity

From its period of construction (1969), the building at 5802 S Tacoma Way retains integrity of location and setting, as it remains on its original parcel and retains its relationship to the adjacent commercial corridor. The building does not retain integrity of design, materials, or workmanship, due to changes in siding materials, including the addition of cement board and possibly plywood, and the apparent replacement of some wood-frame windows with operable aluminum-frame windows. The building does retain integrity of feeling and association, as, although the building is currently vacant, signage indicates it was, until recently, associated with Gilchrist Auto Center.

Evaluation

Russ Dunmire Oldsmobile began selling cars at their first Tacoma location, 5622 South Tacoma Way, in the 1950s, calling the location the "used car corral" (Tacoma News Tribune 1959). In November 1969, the company pulled a permit for construction of a used car lot a block south at 5802 S Tacoma Way. By the early 1970s, the company appears in ads as both Russ Dunmire Oldsmobile and Russ Dunmire Mazda (Tacoma News Tribune 1959, 1978; Tacoma Public Library 2023). As late as 2014, the building was associated with South Tacoma Mazda Outlet (Tacoma News Tribune 2014).



Historic Property Report

Historic Name: Russ Dunmire Oldsmobile

Property ID: 523036

The building is associated with commercial activity in South Tacoma, including the evolution of Tacoma's auto row, although it was constructed relatively late and is associated with used car sales rather than with the early twentieth-century growth of the auto sales industry in Tacoma. Mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). The building is associated with local business owner Russ Dunmire. However, research did not reveal that his commercial activities were demonstrably important in a local, state, or national context. Additionally, as the business's second location, the used car lot at 5802 S Tacoma Way would likely not qualify as a resource closely associated with Dunmire's productive life. The resource does not appear to have strong associations with the lives of significant persons (Criterion B). The building is a modest example of a used car sales office in the Shed style, with an asymmetrical facade, shallow shed roofs facing two different directions, and a mix of window sizes and shapes. The building does not possess the cedar shingle siding, dramatic roof slopes, or clerestory windows typical of distinctive examples of the type. Additionally, alterations have diminished and obscured its historic character. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 5622 South Tacoma Way not eligible for listing in the NRHP, WHR, or TRHP under any criteria.



Historic Property Report

Historic Name: Russ Dunmire Oldsmobile

Property ID: 523036

Physical description:

According to the Pierce County Assessor, the building at 5802 S Tacoma Way was constructed in 1969 (Pierce County Assessor 2023). The building is slightly irregular in plan, two stories tall, and is surrounded by parking lots on the west, north, and east elevations. The building sits on a concrete-block foundation and is clad in a combination of wood siding, plywood, and cement boards. Windows are a combination of vinyl and wood frame. The building is topped by a shed roof.

The building's facade faces north, and a porch with a central split wood stair surrounds its north and east elevations. The porch walls are covered in cement board. The north facade includes additional stairs on the northwest corner. The facade includes a central, partially glazed pedestrian door flanked east and west by fixed, corner-wrapping, wood-frame windows in walls of plywood. Above the first floor, shingled eaves lead to a stepped-back second story with two-part (fixed and operable), corner-wrapping, wood- and aluminum-frame windows on the northwest corner.

The building's east elevation includes a sliding door entry on the first floor, corner-wrapping, fixed and operable, wood- and aluminum-frame windows on the southeast corner, and a small balcony off the second story with sliding doors. The second story includes a large fixed and operable, wood- and aluminum-frame window. The building's west elevation includes additional fixed and operable, wood- and aluminum-frame windows at the north and south ends, with a single light window centered between them. The upper story includes an additional band of fixed and operable, wood- and aluminum-frame windows. The building's rear (south) elevation is plywood clad and includes one window on each floor.

Bibliography:

Department of Archaeology and Historic Preservation (DAHP). 2023. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Electronic document, www.dahp.wa.gov, accessed January 19, 2023.

National Park Service (NPS). 1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed November 2022.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.

Tacoma News Tribune. 1959. Safety Tested!, June 2.
———. 1978. '75 Saab Sale, May 26.
———. 2014. South Tacoma Mazda Outlet, September 26.

Tacoma Public Library. 2023. Tacoma-Pierce County Building Index. Electronic document, <https://cdm17061.contentdm.oclc.org/digital/collection/p17061coll1>, accessed March 29, 2023.

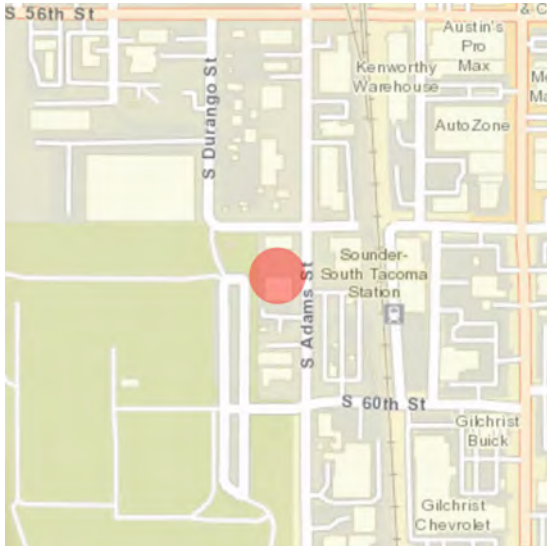


Historic Property Report

Historic Name: Western Constructors, Inc.

Property ID: 534841

Location



Address: 5812 S ADAMS ST, TACOMA, WA 98409
Tax No/Parcel No: 3690000360
Plat/Block/Lot: Section 24 Township 20 Range 02 Quarter 41 ELMWOOD
Geographic Areas: Pierce County, TACOMA SOUTH Quadrangle, T20R02E24

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1957	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Professional
Commerce/Trade	Commerce/Trade - Professional

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
----------	-----------------



Historic Property Report

Historic Name: Western Constructors, Inc.

Property ID: 534841

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	



Historic Property Report

Historic Name: Western Constructors, Inc.

Property ID: 534841

Photos



5812 S Adams Street



5812 S Adams Street



Historic Property Report

Historic Name: Western Constructors, Inc.

Property ID: 534841

Inventory Details - 8/8/2011

Common name:

Date recorded: 8/8/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 3690000360

SHPO Determination

Detail Information

Characteristics:

Category	Item
Structural System	Wood - Platform Frame
Form Type	Utilitarian

Surveyor Opinion

Significance narrative:

Modeled as a category "2B" property. Modeling provides a broad planning tool that is not meant to be a definitive decision on individual building historic status nor a substitute for field based survey work and determinations of eligibility. In 2011 the model assigned categories to 39,270 City of Tacoma properties. This work establishes a baseline of legacy data against which to measure future data sets to gauge both retention and attrition.

Modeling stemmed from a city-wide preservation planning need and providing this planning data content in concert with updates to the city's Preservation Plan. The city's goal to have a more comprehensive perspective expanded modeling to include all properties built in or before 1969. This work also included linking and integrating Tacoma Public Library Building Index data to inform modeling.

Modeling provides a tool to augment the traditional survey and inventory approach. The data can effectively guide at a broad city and neighborhood-wide level initial research efforts to develop and prioritize context statements and field survey work. Intended user groups include city staff (preservation, planning and permit), historical societies, consultants and interested citizens and property owners. The data becomes a tool supporting the broader approach of building conservation.

City Preservation Plan categories:

Group 1. HISTORICALLY SIGNIFICANT PROPERTIES

1A. Individually eligible to the National Register (NR)

1B. Contributor to a National Register eligible district

1C. Eligible for local listing, but not to the NR



Historic Property Report

Historic Name: Western Constructors, Inc.

Property ID: 534841

1D. Contributor to a Local Register eligible district

Group 2. NOT HISTORICALLY SIGNIFICANT PROPERTIES

2A. Not eligible, with conditions

2B. Not eligible

Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description:

The building at 5812 S Adams Street, Tacoma, is located in Pierce County. According to the county assessor, the structure was built in 1957 and is a manufacturing facility. Also according to the county assessor, the structure was remodeled in 1982. The 1-story, platform frame building has a roof clad in an unknown material.

Bibliography:

Tacoma Building Index data integrated into this form provided courtesy of the Tacoma Public Library. (<http://search.tacomapubliclibrary.org/buildings/bldgv2.asp>)



Historic Property Report

Historic Name: Western Constructors, Inc.

Property ID: 534841

Inventory Details - 7/3/2023

Common name:

Date recorded: 7/3/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Plan	Square
Foundation	Concrete - Poured
Cladding	Fiber Cement Board
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Roof Type	Gable - Front
Roof Material	Asphalt/Composition - Shingle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Historic Name: Western Constructors, Inc.

Property ID: 534841

Significance narrative: Integrity

From its period of construction (1957), the building at 5812 S Adams Street retains integrity of location and setting, as it remains on its original parcel in a mixed neighborhood. The building does not retain integrity of design, materials, or workmanship, due to alterations including subdivision and incompatible siding and window replacement. The building does retain integrity of feeling and association, as it continues to provide warehouse and office space.

Evaluation

The commercial building at 5812 S Adams Street was the home of Western Constructors, Inc., a general contractor for local commercial development beginning in the 1950s (Tacoma News Tribune 1959, 1962). Ads and newspaper articles in the Tacoma News Tribune note that the company constructed commercial and industrial buildings, including markets, distributing centers, banks, and warehouses, as well as a retirement community in the 1980s (Tacoma News Tribune 1963a, 1963b, 1984). The building is currently owned by a holding company (Pierce County Assessor 2023). At the time of survey, signage indicated that the building was associated with Waste Express Environmental Services, with offices throughout the Northwest, and Venture Auto Sales.

The building is associated with construction activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). The building is associated with local business owner Nick Ockfen, president of Western Constructors, Inc. However, research did not reveal that his construction activities were demonstrably important in a local, state, or national context. The resource does not appear to have strong associations with the lives of significant persons (Criterion B). The building is a modest example of a commercial building divided into separate office spaces. It is an altered example of a modern office with few character-defining features apart from its massing. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 5812 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.



Historic Property Report

Historic Name: Western Constructors, Inc.

Property ID: 534841

Physical description:

According to the Pierce County Assessor, the building at 5812 S Adams Street was constructed as a storage warehouse and office building in 1957 (Pierce County Assessor 2023). The building is a single story, square in plan, and faces east toward S Adams Street. The building sits on a poured-concrete foundation, is clad in cement boards, and is primarily topped by a flat built-up roof. The building's northwest corner is topped by a front-gabled roof covered in shingles with sidelights.

The building's facade includes multiple entries. On the southeast corner, a single pedestrian door is paired with two vinyl-frame windows. North of the entry, the building's facade steps back under a deep eave and includes two additional pedestrian doors flanked north and south by projections with three-part, vinyl-frame windows. The building's north elevation includes additional sliding, vinyl-frame windows and, on the gabled northwest corner, three overhead garage doors. The building's south elevation is partially screened from view by privacy fencing enclosing a paved yard but includes additional overhead garage doors.

Bibliography:

Department of Archaeology and Historic Preservation (DAHP). 2023. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Electronic document, www.dahp.wa.gov, accessed January 19, 2023.

National Park Service (NPS). 1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed November 2022.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.

Tacoma News Tribune. 1959. Designed for Tomorrow, Built for a Lifetime, November 17.
———. 1960. "Horseless Carriage Days" Shoe Specials!, July 12.
———. 1962. Prowler Blamed; Burglaries Follow Identical Pattern, March 21
———. 1963a. Company to Occupy New Home, January 30.
———. 1963b. Puyallup Bank Applies for Edgewood Branch, August 28.
———. 1984. Housing for Elderly Expanded, May 23.



Historic Property Report

Historic Name: Jensen Fuel Company

Property ID: 731160

Location



Address: 5802 S Washington St, Tacoma, Washington, 98409

Geographic Areas: TACOMA SOUTH Quadrangle, Pierce County Certified Local Government, Tacoma Certified Local Government, T20R02E40, Pierce County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1947	<input type="checkbox"/>
Built Date	1963	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Warehouse
Commerce/Trade	Commerce/Trade - Warehouse

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
----------	-----------------



Historic Property Report

Historic Name: Jensen Fuel Company

Property ID: 731160

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	



Historic Property Report

Historic Name: Jensen Fuel Company

Property ID: 731160

Photos



5802 S Washington Street



5802 S Washington Street



Historic Property Report

Historic Name: Jensen Fuel Company

Property ID: 731160

Inventory Details - 7/3/2023

Common name:

Date recorded: 7/3/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Plan	Rectangle
Foundation	Concrete - Poured
Form Type	Commercial
Cladding	Concrete - Poured
Structural System	Masonry - Concrete Block
Cladding	Metal
Roof Type	Flat with Eaves

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative: Integrity

From its period of construction (1947), the warehouse at 5802 S Washington Street retains integrity of location and setting, as it remains on its original parcel alongside railroad tracks. It does not retain integrity of design, materials, workmanship, feeling, or association, as the building was greatly enlarged and has been partially reclad in incompatible materials, most of its openings have been sealed, and the building has lost its former relationship with both the railroad tracks on the west and the loading bay on the south end.

Evaluation

A review of local newspaper articles indicates that this location was long associated with the Jensen Fuel Company, one of Tacoma's oldest fuel suppliers, which was founded in 1891 and completed a new wood-frame building near an existing yard at this location, addressed as 5810 Washington Street, in 1939. As noted by the Tacoma News Tribune, the company was in the business of providing heating fuel and equipment: "seven trucks are in constant operation supplying Tacomans with General Petroleum stove and diesel oils, all kinds of green and dry wood, coal for all purposes and sawdust" (Tacoma News Tribune 1939). Newspaper articles suggest that the Jensen Fuel Company may have



Historic Property Report

Historic Name: Jensen Fuel Company

Property ID: 731160

established new offices on S Tacoma Way by 1951, but that this location continued to be associated with transport and trucking. The location is associated with Ace Transfer Company by 1947, the same year the extant warehouse was built, and with Pacific Storage and Distributing Co. by 1955 (Tacoma News Tribune 1955; Tacoma Public Library 2023). In 1963, Everett Jensen, of the Jensen Fuel Company family, pulled a permit to build a new warehouse at 5802 S Washington Street, suggesting the family may have retained ownership (Tacoma News Tribune 1963c). The location is associated with numerous operations thereafter, including distribution, recycling, and by 1992, Service Glass & Mirror, Inc., a repair and remodeling service (Tacoma News Tribune 1992). Today, the building is owned by G & J Investments (Pierce County Assessor 2023).

The location is associated with a significant early business in South Tacoma, the Jensen Fuel Company. However, it appears that the company operated out of a separate location by the time the existing warehouse was constructed, and that the warehouse was not used by Jensen Fuel Company but by a series of transport, trucking, and transportation companies over time. While the building is associated with industrial and commercial activity in South Tacoma, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the warehouse at this location does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). The building is associated with local business owner Everett Jensen, the son of the founder of Jensen Fuel Company. However, research did not reveal that his activities were demonstrably important in a local, state, or national context. The resource does not appear to have strong associations with the lives of significant persons (Criterion B). The building is a modest example of a commercial warehouse in two parts, with few character-defining features apart from its loading bay and location along the railroad tracks. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the warehouse at 5802 S Washington Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.



Historic Property Report

Historic Name: Jensen Fuel Company

Property ID: 731160

Physical description:

According to the Pierce County Assessor, the warehouse at 5802 S Washington Street was constructed in two pieces between 1975 and 1978 (Pierce County Assessor 2023). However, this appears to be an error, as aerial photographs show the building's two separate masses in their present configuration by 1969 (NETROnline 2023). A review of archival resources identifies permits for new warehouses pulled for this location in 1947 and 1963 (NETROnline 2023). HRA assumes the extant warehouses were built in 1947 (north) and 1963 (south).

The original warehouse, located at the north end of the parcel, is a single-story, rectangular mass. To the south, the taller added warehouse abuts the original, giving the building a generally rectangular, single-story plan. The building sits on a poured-concrete foundation, includes walls of concrete block and walls of smooth concrete (south warehouse), and walls clad in ribbed-metal panels (north warehouse). Both masses are topped by flat roofs.

The building's east elevation includes a pedestrian steel door and garage bay with overhead door (north warehouse), as well as two additional garage bays to the south (south warehouse). Variations in concrete suggest that former openings have been enclosed. The building's north elevation includes one overhead garage bay, and the building's west elevation, which faces the railroad tracks, includes former openings that have been filled with concrete block. The building's south elevation includes a loading bay with a deep, projecting eave supported by round metal posts. The openings on the loading bay have been sealed with concrete block.

Bibliography:

Department of Archaeology and Historic Preservation (DAHP). 2023. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Electronic document, www.dahp.wa.gov, accessed January 19, 2023.

National Park Service (NPS). 1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed November 2022.

NETROnline. 2023. Historic Aerials. Electronic document, <https://www.historicaerials.com/viewer>, accessed June 23, 2023.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.

Tacoma News Tribune. 1939. Jensen Fuel Co. Selling Oil Burners, Coal Stokers, September 10.
———. 1955. Moving?, May 31.

Tacoma Public Library. 2023. Tacoma-Pierce County Building Index. Electronic document, <https://cdm17061.contentdm.oclc.org/digital/collection/p17061coll1>, accessed March 29, 2023.

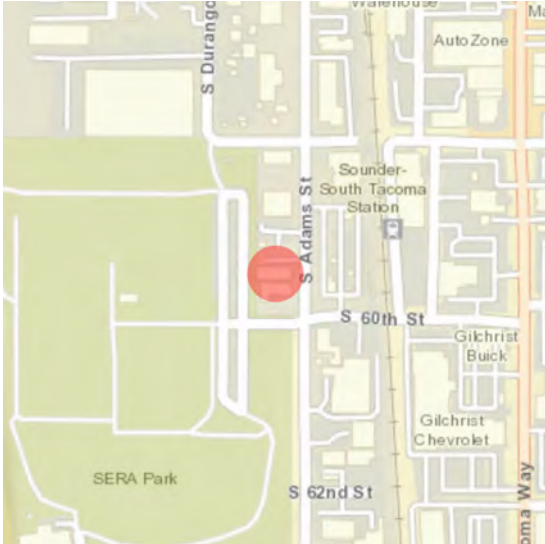


Historic Property Report

Historic Name: Commercial building

Property ID: 731397

Location



Address: 5832 S Adams St, Tacoma, Washington, 98409

Geographic Areas: Tacoma Certified Local Government, T20R02E38, Pierce County Certified Local Government, Pierce County, TACOMA SOUTH Quadrangle

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1970	<input type="checkbox"/>
Addition	1985	<input checked="" type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Business

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
----------	-----------------



Historic Property Report

Historic Name: Commercial building

Property ID: 731397

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	



Historic Property Report

Historic Name: Commercial building

Property ID: 731397

Photos



5832 S Adams Street, view northwest.jpg



5832 S Adams Street, view southwest.jpg



Historic Property Report

Historic Name: Commercial building

Property ID: 731397

Inventory Details - 8/7/2023

Common name:

Date recorded: 8/7/2023

Field Recorder: Chrisanne Beckner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial - One-Part Block
Roof Type	Gable - Front
Roof Material	Asphalt/Composition - Shingle
Cladding	Fiber Cement Board
Structural System	Wood - Platform Frame
Plan	Rectangle

Styles:

Period	Style Details
Modern Movement (1930-1970)	Modern

Surveyor Opinion



Historic Property Report

Historic Name: Commercial building

Property ID: 731397

Significance narrative:

Integrity

From its period of construction (1970), the commercial building at 5832 S Adams Street retains integrity of location and setting, as it remains on its original parcel. It does not retain integrity of design, materials, or workmanship, as it has been renovated with incompatible siding, its windows have been replaced with incompatible materials, and an addition has been added to the rear. The building retains integrity of feeling and association, as it continues to serve a commercial use.

Evaluation

The South Tacoma Business District Association (STBDA) identifies this location as Cal's Automotive and Upholstery (Suite C) and Excel Electric of Tacoma (Suite A), but initial archival research revealed very little else about the building and its history of use (STBDA 2023).

The building at 5832 S Adams Street is associated with commercial activity in South Tacoma. However, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of a commercial warehouse with few character-defining features apart from its massing. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the warehouse at 5802 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.



Historic Property Report

Historic Name: Commercial building

Property ID: 731397

Physical description:

According to the Pierce County Assessor, the commercial building at 5832 S Adams Street was constructed as a warehouse and office in 1970 (Pierce County Assessor 2023). The building has since been enlarged. Historic-period aerials show the warehouse without a garage addition to the rear (west) until between 1982 and 1985 (NETROnline 2023; Pierce County Assessor 2023).

The single-story building faces east toward S Adams Street. It is rectangular in plan, sits on a poured-concrete foundation, is clad in cement boards, and is topped by a front-gabled, asphalt shingle roof with no eave.

The building's facade includes an off-center entry door, glazed and topped by a transom. Above the entry are three ribbons of square, vinyl-frame windows and one additional single square window at the southeast corner. The building's north elevation, at a lower grade and facing a fenced-in yard, includes three single pedestrian doors, two garage bays, one oversized, with overhead garage doors, and a pair of vinyl-frame windows. Farther west, at the addition, are two additional garage bays with overhead doors. The building's south elevation includes no visible fenestration.

Bibliography:

National Park Service (NPS). 1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed November 2022.

NETROnline. 2023. Historic Aerials. Electronic document, <https://www.historicaerials.com/viewer>, accessed June 23, 2023.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.

South Tacoma Business District Association. 2023. Directory. Electronic document, <https://stbda.com/directory.php>, accessed June 6, 2023.

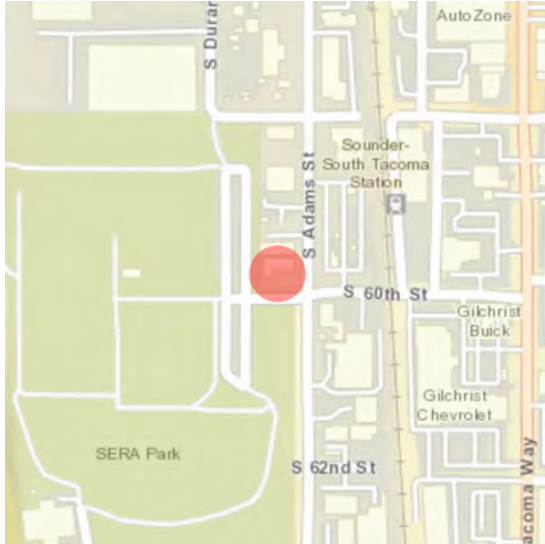


Historic Property Report

Historic Name: Commercial warehouse

Property ID: 534840

Location



Address: 5838 S ADAMS ST, TACOMA, WA 98409
Tax No/Parcel No: 3690000400
Plat/Block/Lot: Section 24 Township 20 Range 02 Quarter 41 ELMWOOD
Geographic Areas: Pierce County, TACOMA SOUTH Quadrangle, T20R02E24

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1968	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Warehouse
Commerce/Trade	Commerce/Trade - Warehouse

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
----------	-----------------



Historic Property Report

Historic Name: Commercial warehouse

Property ID: 534840

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	



Historic Property Report

Historic Name: Commercial warehouse

Property ID: 534840

Photos



5838 S Adams Street, view northwest.jpg



5838 S Adams Street, view southwest.jpg



Historic Property Report

Historic Name: Commercial warehouse

Property ID: 534840

Inventory Details - 8/8/2011

Common name:

Date recorded: 8/8/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 3690000400

SHPO Determination

Detail Information

Characteristics:

Category	Item
Structural System	Wood - Platform Frame
Form Type	Utilitarian

Surveyor Opinion

Significance narrative:

Modeled as a category "2B" property. Modeling provides a broad planning tool that is not meant to be a definitive decision on individual building historic status nor a substitute for field based survey work and determinations of eligibility. In 2011 the model assigned categories to 39,270 City of Tacoma properties. This work establishes a baseline of legacy data against which to measure future data sets to gauge both retention and attrition.

Modeling stemmed from a city-wide preservation planning need and providing this planning data content in concert with updates to the city's Preservation Plan. The city's goal to have a more comprehensive perspective expanded modeling to include all properties built in or before 1969. This work also included linking and integrating Tacoma Public Library Building Index data to inform modeling.

Modeling provides a tool to augment the traditional survey and inventory approach. The data can effectively guide at a broad city and neighborhood-wide level initial research efforts to develop and prioritize context statements and field survey work. Intended user groups include city staff (preservation, planning and permit), historical societies, consultants and interested citizens and property owners. The data becomes a tool supporting the broader approach of building conservation.

City Preservation Plan categories:

Group 1. HISTORICALLY SIGNIFICANT PROPERTIES

1A. Individually eligible to the National Register (NR)

1B. Contributor to a National Register eligible district

1C. Eligible for local listing, but not to the NR



Historic Property Report

Historic Name: Commercial warehouse

Property ID: 534840

1D. Contributor to a Local Register eligible district

Group 2. NOT HISTORICALLY SIGNIFICANT PROPERTIES

2A. Not eligible, with conditions

2B. Not eligible

Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 5838 S Adams Street, Tacoma, is located in Pierce County. According to the county assessor, the structure was built in 1968 and is a manufacturing facility. Also according to the county assessor, the structure was remodeled in 2002. The 1-story, platform frame building has a roof clad in an unknown material.

Bibliography: Tacoma Building Index data integrated into this form provided courtesy of the Tacoma Public Library. (<http://search.tacomapubliclibrary.org/buildings/bldgv2.asp>)



Historic Property Report

Historic Name: Commercial warehouse

Property ID: 534840

Inventory Details - 8/7/2023

Common name:

Date recorded: 8/7/2023

Field Recorder: Chrisanne Beckner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Gable - Cross
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - T 1-11
Structural System	Wood - Platform Frame
Plan	L-Shape

Styles:

Period	Style Details
Modern Movement (1930-1970)	Modern

Surveyor Opinion



Historic Property Report

Historic Name: Commercial warehouse

Property ID: 534840

Significance narrative:

Integrity

From its period of construction (1968), the building at 5838 S Adams Street retains integrity of location and setting, as it remains on its original parcel. It does not retain integrity of design, materials, or workmanship, as it was enlarged in the 1980s, has been clad in incompatible materials, and its windows have been replaced with incompatible materials. Newspaper articles indicate the building was previously associated with “Fister Construction” (Tacoma News Tribune 1972). It is now used as a dog daycare and boarding and does not retain integrity of feeling or association, due to a change of use.

Evaluation

The Tacoma News Tribune associates the building at 5838 S Adams Street with Fister Construction, which held a general auction there in 1972 (Tacoma News Tribune 1972). However, archival research revealed very little else about its use over time.

The building at 5838 S Adams Street is associated with commercial activity in South Tacoma. However, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of a commercial building with few character-defining features apart from its massing, which has been altered to meet a new use. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the warehouse at 5838 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.



Historic Property Report

Historic Name: Commercial warehouse

Property ID: 534840

Physical description:

According to the Pierce County Assessor, there are two buildings located at 5838 S Adams Street, an office with warehouse constructed in 1968 and a storage warehouse constructed in 2007 (Pierce County Assessor 2023). The 2007 warehouse, rectangular and clad in metal panels, was too young to qualify for listing in the NRHP and was not recorded. Historic aerials indicate that the 1968 building was enlarged, giving the building an L-shaped footprint, between 1982 and 1990 (NETROnline 2023; Pierce County Assessor 2023).

The two-story building at 5838 S Adams Street is two stories tall, L-shaped in plan, and faces a fenced-in parking lot or yard. The building sits on a poured-concrete foundation, is clad in T1-11, and is topped by a cross-gabled asphalt shingle roof. The building's east-facing facade includes two floors of vinyl-frame sliding windows separated by panels of narrow vertical boards. The four bays of windows are enframed and topped by shallow eaves of lapped boards. Above the window bays, the gable is filled with narrow, lapped boards. Two wood silhouettes of dogs have been applied between two of the window bays. The building's south elevation includes a stoop and entry door at the southeast corner topped by enframed vinyl-frame windows. South of the entry is a single-story, shed-roofed projection topped by an additional window. The projection, along with privacy fencing, encloses the side yard but leaves the entry open and accessible. To the rear of the building is another projection and a wing including a pedestrian door and a garage bay with overhead door. The north elevation, minimally visible from the public ROW, includes additional vinyl-frame windows on the upper floor.

Bibliography:

National Park Service (NPS). 1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed November 2022.

NETROnline. 2023. Historic Aerials. Electronic document, <https://www.historicaerials.com/viewer>, accessed June 23, 2023.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.

Tacoma News Tribune. 1972. Public Auction, Fister Construction, October 4.

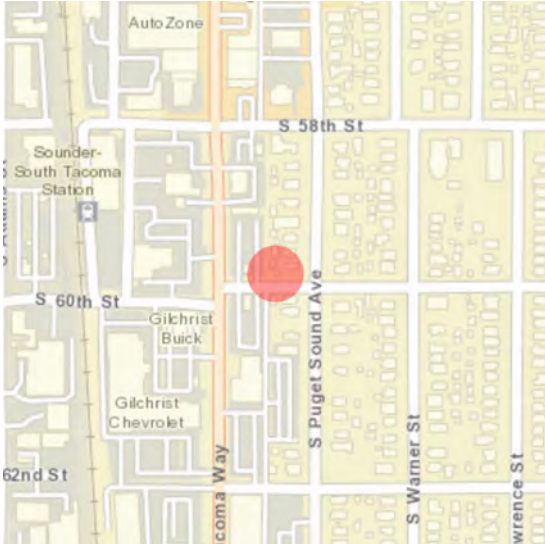


Historic Property Report

Historic Name: Utility building

Property ID: 731398

Location



Address: 3509 S 60th St, Tacoma, Washington, 98409

Geographic Areas: Pierce County Certified Local Government, TACOMA SOUTH Quadrangle, T20R03E19, Tacoma Certified Local Government, Pierce County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1971	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Industry/Processing/Extraction	Industry/Processing/Extraction - Communications Facility
Industry/Processing/Extraction	Industry/Processing/Extraction - Communications Facility

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
----------	-----------------



Historic Property Report

Historic Name: Utility building

Property ID: 731398

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	



Historic Property Report

Historic Name: Utility building

Property ID: 731398

Photos



3509 S 60th Street, view north.jpg



3509 S 60th Street, view northeast.jpg



Historic Property Report

Historic Name: Utility building

Property ID: 731398

Inventory Details - 8/7/2023

Common name:

Date recorded: 8/7/2023

Field Recorder: Chrisanne Beckner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Utilitarian
Roof Type	Flat with Parapet
Roof Material	Asphalt/Composition - Built Up
Cladding	Concrete - Block (cmu)
Structural System	Masonry - Concrete Block
Plan	Rectangle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Historic Name: Utility building

Property ID: 731398

Significance narrative:**Integrity**

From its period of construction (1971), the small outbuilding at 3509 S 60th Street retains integrity of location and setting, as it remains on its original parcel. It appears to retain integrity of design, materials, workmanship, feeling, and association, as no alterations are evident. It is unclear what the building's original or present purpose is, but it is owned by Qwest Corporation, a telecommunications company (Pierce County Assessor 2023).

Evaluation

Archival research revealed little about the construction of the small utility building on a 300 square foot parcel addressed as 3509 S 60th Street. Qwest Corporation, identified in the Pierce County Assessor's record as the parcel's owner, merged with CenturyLink in the early twenty-first century. CenturyLink is a telecommunications company and provides internet, phone, and TV services (CenturyLink 2023).

The building at 3509 60th Street may be associated with the local communications industry. However, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of a utilities building. It is not clear how the building is used or what part it may play in providing telecommunication services locally. It is utilitarian in design, blends into the landscape, and does not possess the distinctive characteristics of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance, HRA recommends the utility building at 3509 60th Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

Physical description:

According to the Pierce County Assessor, the small outbuilding on its own parcel at 3509 S 60th Street was constructed in 1971 (Pierce County Assessor 2023). The single-story, rectangular building faces south toward S 60th Street and is adjacent to a garage associated with the neighboring residence. The building sits on a poured-concrete foundation, is constructed of concrete block, and is topped by a flat, built-up roof. The building includes a wood door on its south-facing elevation and a small concrete stoop. A meter is located east of the entry door. An electrical box is located on the east elevation. No other fenestration is evident on secondary elevations.



Historic Property Report

Historic Name: Utility building

Property ID: 731398

Bibliography:

CenturyLink. 2023. About Us. Electronic document, <https://www.centurylink.com/aboutus.html>, accessed June 23, 2023.

National Park Service (NPS). 1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed November 2022.

NETROnline. 2023. Historic Aerials. Electronic document, <https://www.historicaerials.com/viewer>, accessed June 23, 2023.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.

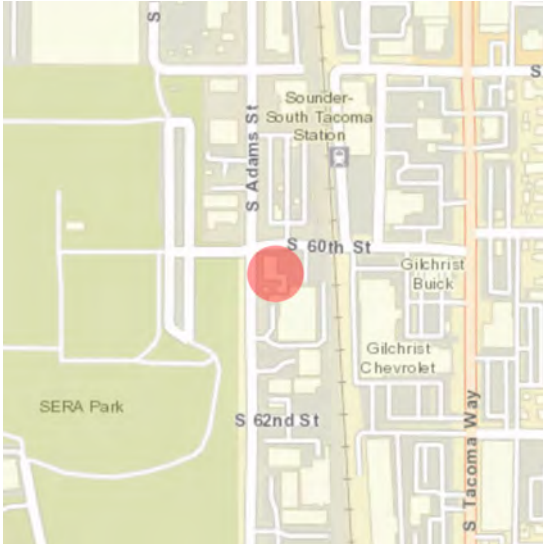


Historic Property Report

Historic Name: Commercial building

Property ID: 731399

Location



Address: 3762 S 60th St, Tacoma, Washington, 98409

Geographic Areas: Pierce County Certified Local Government, Tacoma Certified Local Government, Pierce County, TACOMA SOUTH Quadrangle, T20R02E38

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1956	<input type="checkbox"/>
Addition	1998	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
----------	-----------------



Historic Property Report

Historic Name: Commercial building

Property ID: 731399

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	



Historic Property Report

Historic Name: Commercial building

Property ID: 731399

Photos



3762 S 60th Street, view south.jpg



3762 S 60th Street, view east.jpg



3762 S 60th Street, also view south.jpg



Historic Property Report

Historic Name: Commercial building

Property ID: 731399

Inventory Details - 8/7/2023

Common name:

Date recorded: 8/7/2023

Field Recorder: Chrisanne Beckner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Utilitarian
Roof Type	Gable - Front
Roof Type	Gable - Side
Roof Material	Metal - Corrugated
Cladding	Metal
Structural System	Wood - Platform Frame
Plan	Irregular

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Historic Name: Commercial building

Property ID: 731399

Significance narrative:

Integrity

From its period of construction (1956), the building and detached garage at 3762 S 60th Street retain integrity of location, as they remain on their original parcel. They do not retain integrity of setting, as the remainder of the parcel is now dominated by an addition that more than tripled the size of the original building. The building does not retain integrity of design, materials, workmanship, feeling, or association, due to the incompatible addition and the use of plywood on the facade of the 1956 warehouse, as well as a change of use from residential to industrial (Tacoma News Tribune 1974, 2002).

Evaluation

The building and garage at 3762 S 60th Street were originally used as a residence according to a 1974 newspaper article that documented a fire at this location, vacant at the time (Tacoma News Tribune 1974). By 2002, it is associated with a business, Creative Castings Co., a foundry that casts parts in aluminum, brass, and bronze, with which it is still associated (Creative Casting Co. 2023; Tacoma News Tribune 2002).

The building at 3762 60th Street was constructed as a residence in the 1950s, according to the Pierce County Assessor, and converted to industrial use in the late twentieth or early twenty-first century. Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a converted residence greatly expanded by the addition of a large warehouse circa 1998 that remains the most prominent feature on the parcel. Neither the former residence and garage, nor the addition possess the distinctive characteristics of a particular type, period, or method of construction. They are not known to be the work of a master and do not possess high artistic value. The buildings do not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resources (Criterion D).

Due to a lack of significance and integrity, HRA recommends the industrial building and garage at 3762 S 60th Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.



Historic Property Report

Historic Name: Commercial building

Property ID: 731399

Physical description:

According to the Pierce County Assessor, the building at 3762 S 60th Street was constructed in an irregular, generally L-shaped plan in 1956 (Pierce County Assessor 2023). A review of aerial photographs shows that the building was greatly expanded between its construction and ca. 1998, when a large warehouse was added at the corner S 60th Street and S Adams Street, obscuring views of the original building (NETROnline 2023; Pierce County Assessor 2023).

Today the building is dominated by the large, rectangular warehouse attached by a shed-roofed, covered walkway to the earlier single-story, front-gabled building. The ca. 1998 warehouse sits on a poured-concrete foundation, is clad in ribbed-metal panels, and is topped by a shallow, metal roof. Its east-facing elevation includes three garage bays, two of which are oversized, with overhead garage doors, and two pedestrian doors. At the building's southeast corner, it is attached to the 1956 warehouse on a poured-concrete foundation, clad in ribbed-metal panels, with a sliding wood door on casters. The sliding door includes a pedestrian door. Above the entry on the 1956 warehouse is applied signage for "Creative Casting Co." The 1956 warehouse is topped by a corrugated metal roof. The ca. 1998 warehouse's north elevation includes no fenestration, and its west elevation includes one wide, fixed window on the lower floor and three fixed windows on the upper floor. At the rear (south) of the parcel, secondary elevations of the 1956 warehouse are minimally visible but include a projection to the west with a shed eave over a workspace. One additional building is located at the rear of the parcel but is not documented in assessor's records. It is a front-gabled garage, facing west. It is clad in wood siding and includes a sliding garage door on casters. No other fenestration is visible. It is topped by a corrugated metal roof.

Bibliography:

Creative Casting Company. 2023. Aluminum, Brass, and Bronze Casting. Electronic document, <http://www.creativecastingco.com/>, accessed June 8, 2023.

National Park Service (NPS). 1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed November 2022.

NETROnline. 2023. Historic Aerials. Electronic document, <https://www.historicaerials.com/viewer>, accessed June 23, 2023.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.

Tacoma News Tribune. 1974. Fire Cause Investigated, October 24.

———. 2002. Crime Stoppers, August 24.

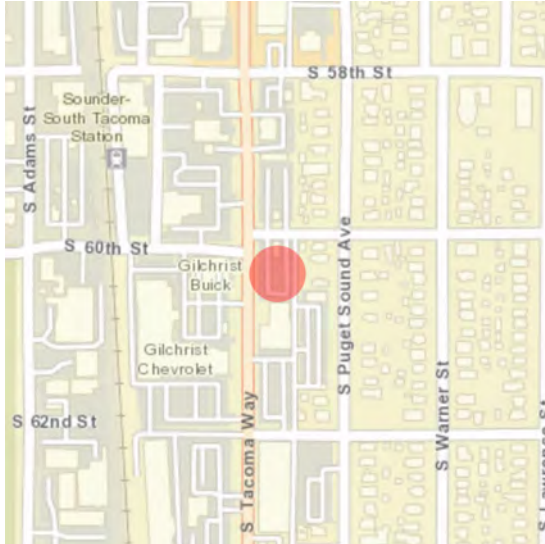


Historic Property Report

Historic Name: Auto dealership

Property ID: 513621

Location



Address: 6001 S TACOMA WAY, TACOMA, WA 98409
Tax No/Parcel No: 6080002900
Plat/Block/Lot: Section 19 Township 20 Range 03 Quarter 33 MONTICE
Geographic Areas: Pierce County, TACOMA SOUTH Quadrangle, T20R03E19

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1966	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Business

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
----------	-----------------



Historic Property Report

Historic Name: Auto dealership

Property ID: 513621

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Auto dealership

Property ID: 513621

Photos



6001 S Tacoma Way, view northeast.jpg



6001 S Tacoma Way, view southwest.jpg





Historic Property Report

Historic Name: Auto dealership

Property ID: 513621

Inventory Details - 8/3/2011

Common name:

Date recorded: 8/3/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 6080002900

SHPO Determination

Detail Information

Characteristics:

Category	Item
Structural System	Wood - Platform Frame
Form Type	Commercial

Surveyor Opinion

Significance narrative: The building's materials constitute a potential demolition waste of 45.7704 tons. Analysis of potential demolition materials was undertaken as part of updates to the City of Tacoma's Preservation Plan in 2011 to identify potential landfill costs. The analysis combined calculations and values from the EPA's 2003 Estimating 2003 Building-Related Construction and Demolition Materials Amounts with county assessor building and University of Washington, Washington State Parcel Database form information.

Modeled as a category "2B" property. Modeling provides a broad planning tool that is not meant to be a definitive decision on individual building historic status nor a substitute for field based survey work and determinations of eligibility. In 2011 the model assigned categories to 39,270 City of Tacoma properties. This work establishes a baseline of legacy data against which to measure future data sets to gauge both retention and attrition.

Modeling stemmed from a city-wide preservation planning need and providing this planning data content in concert with updates to the city's Preservation Plan. The city's goal to have a more comprehensive perspective expanded modeling to include all properties built in or before 1969. This work also included linking and integrating Tacoma Public Library Building Index data to inform modeling.

Modeling provides a tool to augment the traditional survey and inventory approach. The data can effectively guide at a broad city and neighborhood-wide level initial research efforts to develop and prioritize context statements and field survey work. Intended user groups include city staff (preservation, planning and permit), historical societies, consultants and interested citizens and property owners. The data becomes a tool supporting the broader approach of building conservation.

City Preservation Plan categories:

Group 1. HISTORICALLY SIGNIFICANT PROPERTIES

1A. Individually eligible to the National Register (NR)



Historic Property Report

Historic Name: Auto dealership

Property ID: 513621

1B. Contributor to a National Register eligible district

1C. Eligible for local listing, but not to the NR

1D. Contributor to a Local Register eligible district

Group 2. NOT HISTORICALLY SIGNIFICANT PROPERTIES

2A. Not eligible, with conditions

2B. Not eligible

The following link connects to historic photograph(s) of the building maintained by the Tacoma Public Library's Northwest Room & Special Collections Northwest Photography Archive:

<http://search.tacomapubliclibrary.org/buildings/bldg1up.asp?n=32018>

The following newspaper citations and background collected by Tacoma Public Library librarians as part of the Tacoma/Pierce County Building Index at <http://search.tacomapubliclibrary.org/buildings/bldgv2.asp>:

J.B. Ness & Sons' Garage
TNT 4/1/1925 p.24 An addition to "gas row" ... (il)

Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description:

The building at 6001 S Tacoma Way, Tacoma, is located in Pierce County. According to the county assessor, the structure was built in 1925 and is a commercial business. Also according to the county assessor, the structure was remodeled in 1982. The 1-story, platform frame building has a roof clad in an unknown material.

Bibliography:

Tacoma Building Index data integrated into this form provided courtesy of the Tacoma Public Library. (<http://search.tacomapubliclibrary.org/buildings/bldgv2.asp>)



Historic Property Report

Historic Name: Auto dealership

Property ID: 513621

Inventory Details - 8/7/2023

Common name:

Date recorded: 8/7/2023

Field Recorder: Chrisanne Beckner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Block
Form Type	Commercial - Strip Commercial
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Shingle
Cladding	Fiber Cement Board
Structural System	Wood - Platform Frame
Plan	Rectangle

Styles:

Period	Style Details
Modern Movement (1930-1970)	Modern

Surveyor Opinion



Historic Property Report

Historic Name: Auto dealership

Property ID: 513621

Significance narrative:

Integrity

From its period of construction (1966), the commercial building at 6001 S Tacoma Way retains integrity of location and setting, as it remains on its original parcel within a commercial corridor. It does not retain integrity of design, materials, or workmanship, as the building's fenestration patterns have been altered by the addition of vinyl-frame windows and the sealing of original openings, and the building has been reclad in incompatible siding. The building does not retain integrity of feeling and association, as it is currently vacant and no longer serves as a commercial operation.

Evaluation

The commercial building at 6001 S Tacoma Way replaced a long-time gas and service station at this location in 1966 (Tacoma Public Library 2023). In the late 1960s, it was associated with new and used cars sales under South Tacoma Chevrolet (Tacoma News Tribune 1969). By 1993, this location was selling used cars for Gilchrist Chevrolet, now known as Gilchrist Auto Center. The Gilchrist family has been operating car dealerships in Tacoma since the late 1920s. They continued to operate a large dealership on parcels on the west side of S Tacoma Way at the time of survey. (Tacoma News Tribune 1993). Today, the office and lot at 6001 S Tacoma Way remain vacant.

While the building at 6001 S Tacoma Way is associated with car sales on Tacoma's traditional auto row, it was constructed late in the historic period and does not appear to have been a significant location for known dealers along S Tacoma Way. The building at 6001 S Tacoma Way may be associated with car sales. However, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of a sales office surrounded by a paved lot. It retains few character-defining features apart from its massing and fenestration pattern. It does not possess the distinctive characteristics of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the commercial building at 6001 S Tacoma Way not eligible for listing in the NRHP, WHR, or TRHP under any criteria.



Historic Property Report

Historic Name: Auto dealership

Property ID: 513621

Physical description:

According to the Pierce County Assessor, the commercial building at 6001 S Tacoma Way was constructed in 1966 (Pierce County Assessor 2023). The building is rectangular, a single story, and faces west toward S Tacoma Way. The building sits on a concrete-block foundation, is clad in cement boards, and is topped by a side-gabled, asphalt shingle roof with deep eaves and visible rafter tails.

The building's facade includes an exterior concrete stair, shielded by a wall with signage, to an off-center entry door flanked by ribbons of wood-frame windows, some of which have been sealed with plywood. The building's south elevation includes a first-floor projection supported by wood posts. Windows on this elevation are vinyl frame. The north elevation includes a first-floor projection and one additional vinyl-frame window. The east elevation includes an external concrete stair, shielded by an external wall, to an off-center entry door with a ribbon of wood-frame windows to the south, some of which have been sealed with plywood. The building is vacant and surrounded by a large, vacant car lot.

Bibliography:

National Park Service (NPS). 1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed November 2022.

NETROnline. 2023. Historic Aerials. Electronic document, <https://www.historicaerials.com/viewer>, accessed June 23, 2023.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.

Tacoma News Tribune. 1969. For Your Best New or Used Car Buy, November 27. ——. 1993b. Public Notice, August 27-28-29-30, August 27.

Tacoma Public Library. 2023. The Tacoma-Pierce County Building Index. Electronic document, Tacoma-Pierce County Buildings Index - Northwest Room Collections (oclc.org), accessed August 7, 2023.

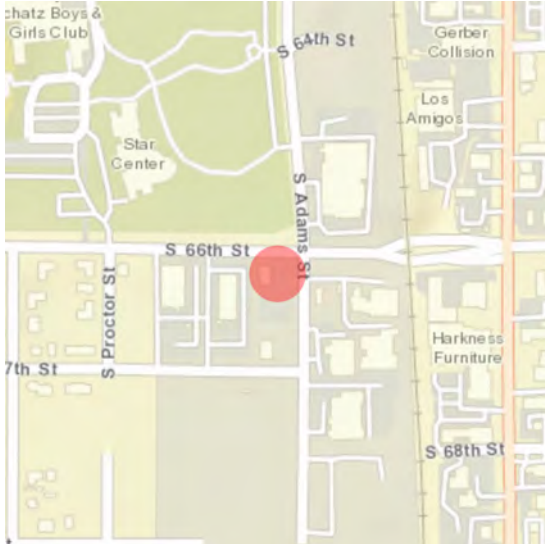


Historic Property Report

Historic Name: Commercial building

Property ID: 534835

Location



Address: 6602 S ADAMS ST, TACOMA, WA 98409
Tax No/Parcel No: 9260000081
Plat/Block/Lot: Section 25 Township 20 Range 02 Quarter 11 VILLA P
Geographic Areas: Pierce County, TACOMA SOUTH Quadrangle, T20R02E25

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1968	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Business

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
----------	-----------------



Historic Property Report

Historic Name: Commercial building

Property ID: 534835

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-06-04018, , South Tacoma Station Access Improvements Project, Phase 2		Survey/Inventory	



Historic Property Report

Historic Name: Commercial building

Property ID: 534835

Photos



6602 S Adams Street, view southeast.jpg



6602 S Adams Street, view southwest.jpg



Historic Property Report

Historic Name: Commercial building

Property ID: 534835

Inventory Details - 8/8/2011

Common name:

Date recorded: 8/8/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 9260000081

SHPO Determination

Detail Information

Characteristics:

Category	Item
Structural System	Wood - Platform Frame
Form Type	Commercial

Surveyor Opinion

Significance narrative:

Modeled as a category "2B" property. Modeling provides a broad planning tool that is not meant to be a definitive decision on individual building historic status nor a substitute for field based survey work and determinations of eligibility. In 2011 the model assigned categories to 39,270 City of Tacoma properties. This work establishes a baseline of legacy data against which to measure future data sets to gauge both retention and attrition.

Modeling stemmed from a city-wide preservation planning need and providing this planning data content in concert with updates to the city's Preservation Plan. The city's goal to have a more comprehensive perspective expanded modeling to include all properties built in or before 1969. This work also included linking and integrating Tacoma Public Library Building Index data to inform modeling.

Modeling provides a tool to augment the traditional survey and inventory approach. The data can effectively guide at a broad city and neighborhood-wide level initial research efforts to develop and prioritize context statements and field survey work. Intended user groups include city staff (preservation, planning and permit), historical societies, consultants and interested citizens and property owners. The data becomes a tool supporting the broader approach of building conservation.

City Preservation Plan categories:

Group 1. HISTORICALLY SIGNIFICANT PROPERTIES

1A. Individually eligible to the National Register (NR)

1B. Contributor to a National Register eligible district

1C. Eligible for local listing, but not to the NR



Historic Property Report

Historic Name: Commercial building

Property ID: 534835

1D. Contributor to a Local Register eligible district

Group 2. NOT HISTORICALLY SIGNIFICANT PROPERTIES

2A. Not eligible, with conditions

2B. Not eligible

Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel.

Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description:

The building at 6602 S Adams Street, Tacoma, is located in Pierce County. According to the county assessor, the structure was built in 1968 and is a commercial business. Also according to the county assessor, the structure was remodeled in 1981. The 1-story, platform frame building has a roof clad in an unknown material.

Bibliography:

Tacoma Building Index data integrated into this form provided courtesy of the Tacoma Public Library. (<http://search.tacomapubliclibrary.org/buildings/bldgv2.asp>)



Historic Property Report

Historic Name: Commercial building

Property ID: 534835

Inventory Details - 8/7/2023

Common name:

Date recorded: 8/7/2023

Field Recorder: Chrisanne Beckner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial - One-Part Block
Roof Type	Gable - Side
Roof Material	Metal
Cladding	Metal
Structural System	Wood - Platform Frame
Plan	Rectangle

Styles:

Period	Style Details
Modern Movement (1930-1970)	Modern

Surveyor Opinion



Historic Property Report

Historic Name: Commercial building

Property ID: 534835

Significance narrative:**Integrity**

From its period of construction (1968), the building at 6602 S Adams Street retains integrity of location and setting, as it remains on its original parcel. It does not retain integrity of design, materials, or workmanship, as evident alterations include incompatible window replacements and the addition of a carport ca. 2005 (NETROnline 2023). The building does retain integrity of feeling and association, as it continues to serve a commercial purpose.

Evaluation

The commercial warehouse at 6602 S Adams Street was constructed for R & B Industries Cabinet Makers by Russell Davis & Sons, who pulled a permit to build a warehouse at this location in 1968 (Tacoma News Tribune 1968; Tacoma Public Library 2023). In 1996, A&E Auto & R.V. Repair acquired a business license to operate from this location (Tacoma News Tribune 1996). At the time of survey, temporary signage identified the building as “Andy’s Auto Service.” Initial archival research revealed little about the original tenants.

Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of an industrial or commercial warehouse with few character-defining features apart from its massing. It does not possess the distinctive characteristics of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the utility building at 6602 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

Physical description:

According to the Pierce County Assessor, the building at 6602 S Adams Street was constructed in 1968 (Pierce County Assessor 2023). It is rectangular in plan, a single story tall, and faces east toward S Adams Street. The building sits on a poured-concrete foundation, is clad in ribbed-metal panels, and is topped by a shallow, side-gabled metal roof. A carport on the building’s south elevation is topped by a shed roof.

The building is surrounded by a yard and fencing. Its facade includes two oversized garage bays with overhead doors and a pedestrian door to the north with a sign above it reading “Office.” The office door is paired with a vinyl-frame sliding window. The carport is enclosed on three sides by metal-clad walls with a square window to the rear. The building’s north elevation includes a central pedestrian door with central window. The rear (west) elevation includes two vinyl-frame sliding windows.



Historic Property Report

Historic Name: Commercial building

Property ID: 534835

Bibliography:

National Park Service (NPS). 1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed November 2022.

NETROnline. 2023. Historic Aerials. Electronic document, <https://www.historicaerials.com/viewer>, accessed June 23, 2023.

Pierce County Assessor. 2023. Assessor-Treasurer Information Portal. Electronic document, <https://atip.piercecountywa.gov/app/v2/parcelSearch/search>, accessed June 23, 2023.

Tacoma News Tribune. 1968. City Permits, June 16.
———. 1996. Business Licenses, October 13.

Tacoma Public Library. 2023. The Tacoma-Pierce County Building Index. Electronic document, Tacoma-Pierce County Buildings Index - Northwest Room Collections (oclc.org), accessed August 7, 2023.

Appendix G

Inadvertent Discovery Plan

Inadvertent Discovery Plan

South Tacoma Station Access Improvements Project

AE 0145-17 02.01 STSAI

August 2023

**Author: Chrisanne Beckner, Historical Research
Associates, Inc.**

The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees should refer to applicable regulations and statutes referenced in this document.

Table of Contents

1	INTRODUCTION.....	1
1.1	Project description	1
1.1.1	S. 58th Street and S 60th Street connections (A1, A27, A46, A24, A28, A51, A56, A42, A54) – Priority 1	3
1.1.2	S. 58th Street and S 60th Street connections (A1, A27, A46, A24, A28, A51, A56, A42, A54) – Priority 1	3
1.1.3	Station area improvements (A25, A48, A55, E1, E2, E4, E7, E8, E9) – Priority 1	4
1.1.4	S. Adams Street connections (A23, A23A, A23B, A26, B2, B3) – Priority 1.....	4
1.1.5	S Pine Street connection to water flume line trail (A41.A) – Priority 1.....	5
1.1.6	S Fife Street bicycle boulevard (A40) – Priority 1	5
1.1.7	Bus and bus stop improvements (B5, B6, B7, B8, B10) – Priority 1	5
1.1.8	Other bicycle connections (A9, A37) – Priority 1	6
1.1.9	Other potential improvements (A49, A50, E11) – Priority 1	6
1.1.10	s Tyler Street protected bike lanes (A43) – Priority 2	6
1.1.11	S 60th Street east of Puget Sound Avenue (A29) – Priority 2	6
1.1.12	S. Washington Street sidewalks (A21) – Priority 2	6
1.1.13	S 45th Street bicycle sharrows – Priority 2.....	7
1.1.14	SERA Campus Shared Parking (D1) – Priority 2.....	7
1.1.15	S 66th Street bicycle lanes (A4) – Priority 2	7
1.2	Regulatory environment.....	7
2	ARCHAEOLOGICAL RESOURCES	7
2.1	On-site staff responsibilities	12
2.2	Project Manager responsibilities	12
3	HUMAN REMAINS	14
3.1	On-site staff responsibilities	14
3.2	Project Manager responsibilities	15
4	CONSTRUCTION TEAM TRAINING, COMMUNICATION, AND REPORTING	16
4.1	Preconstruction meeting	16
4.2	Construction crew member orientation.....	16
4.3	Ongoing communication	16
4.4	Reporting of inadvertent discoveries	17
4.4.1	Assessment of inadvertent discoveries.....	17

5 ARCHAEOLOGICAL RESOURCES AND COLLECTION CURATION.....17

6 CONTACT INFORMATION18

Figures

Figure 1-1 Project/vicinity map2

Figure 2-1 Standard inadvertent discovery process for archaeological resources
on Sound Transit projects 11

Figure 3-1 Process for discovery of possible human remains 14

Appendices

Appendix A On-Site Inadvertent Discovery Guide for South Tacoma Station Access
Improvements Project

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
CFR	Code of Federal Regulations
I-5	Interstate 5
IDP	Inadvertent Discovery Plan
NRHP	National Register of Historic Places
RCW	Revised Code of Washington
ROW	Right-of-Way
SEPA	State Environmental Policy Act
SERA	South End Recreation & Adventure
SHPO	State Historic Preservation Officers

1 INTRODUCTION

This Inadvertent Discovery Plan (IDP) has been developed by Sound Transit for use during ground-disturbing activities for the South Tacoma Station Non-Motorized Access Improvements Project Phase 2 (Project). This IDP describes the protocols to be followed by Project personnel if archaeological resources are discovered during ground-disturbing activities.

1.1 Project description

The Central Puget Sound Regional Transit Authority (Sound Transit) proposes to construct and operate a number of individual projects designed to improve access to the South Tacoma Station and surrounding area. The South Tacoma Station is part of Sound Transit's S Line commuter rail service. This proposal would improve walking, biking, bus, parking, and station facilities. Proposed improvements include new and updated sidewalks, ramps that are compliant with the Americans with Disabilities Act (ADA), bicycle lanes, bus facility improvements, surface parking, and station upgrades. Sound Transit is reviewing this project under the State Environmental Policy Act (SEPA). The environmental review evaluates project impacts along with potential measures to avoid, reduce, or mitigate those impacts.

The proposed South Tacoma Station access improvements were identified through an alternatives analysis conducted in 2021 for the project (Sound Transit 2021). The alternatives analysis identified two tiers of projects: those identified as Potential Improvements (herein titled Priority 1 projects) and those identified as Possible Alternates (herein titled Priority 2 projects). Three key criteria were used to identify Priority 1 and Priority 2 projects. These criteria were:

- Improves connections for underserved communities
- Addresses a substantial travel barrier
- Located within proximity of the station

For the purposes of this environmental analysis, all Priority 1 and Priority 2 projects are included in this SEPA Environmental Checklist and environmental review. The proposal consists of several individual improvements designed to improve access and connections to and from the South Tacoma Station. Sound Transit proposes to improve access to the South Tacoma Station and surrounding area by improving walking, bicycling, and bus facilities. Proposed improvements include new and updated sidewalks, ADA compliant ramps, and bicycle lanes.

Figure 1-1 provides an overview of the study area with descriptions of the improvements outlined in the following sections.

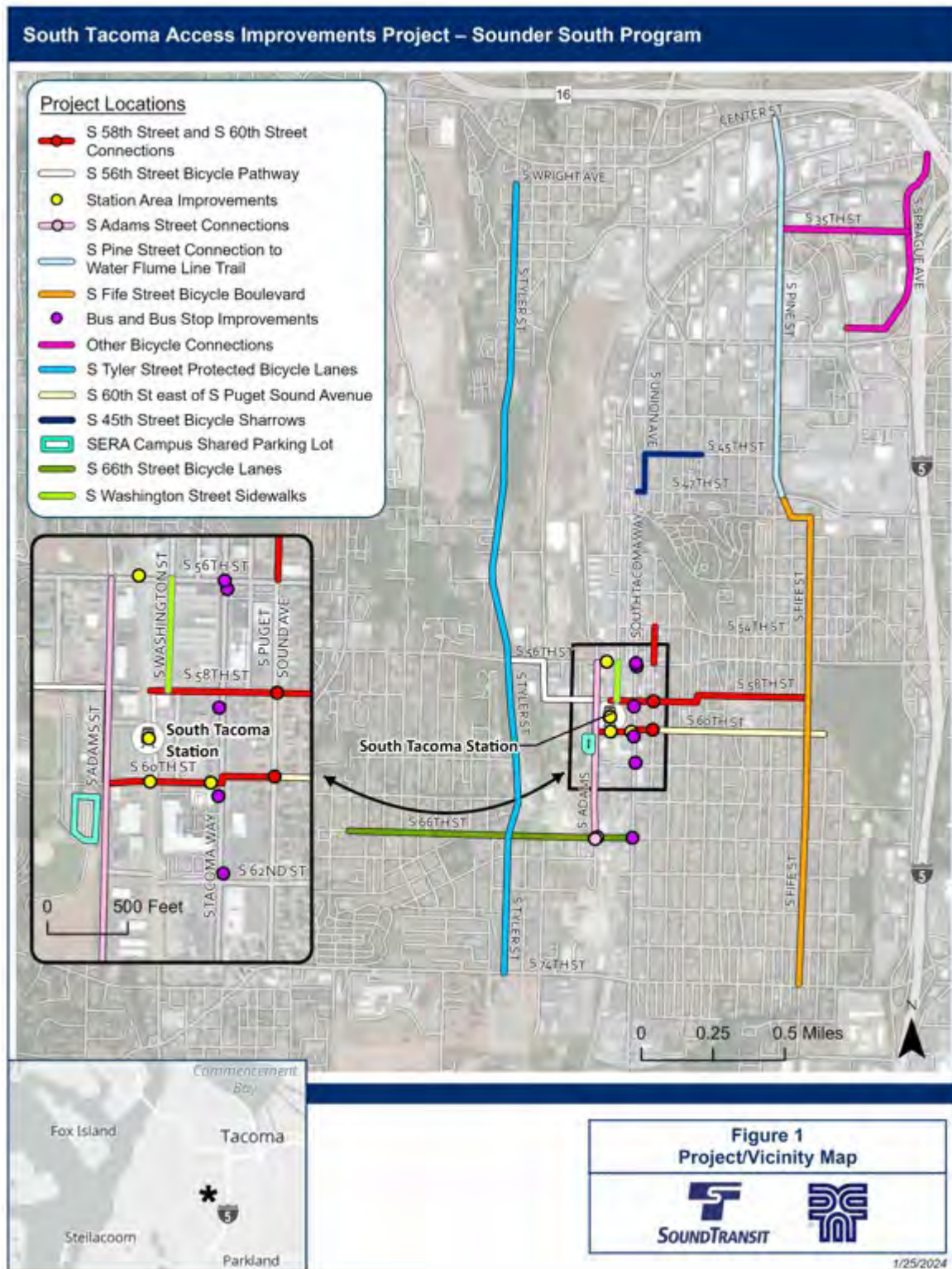


Figure 1-1 Project/vicinity map

1.1.1 S. 58th Street and S 60th Street connections (A1, A27, A46, A24, A28, A51, A56, A42, A54) – Priority 1

The improvements proposed within the S 58th Street and S 60th Street corridors would facilitate crossing South Tacoma Way (a principal arterial) and connect the station to neighborhoods to the east, the Water Flume Line Trail, Edison Elementary School, and Wapato Hills Park.

The improvements along S 58th Street include the following:

- Provide sidewalks on south side of S 58th Street from the station to South Tacoma Way, upgrade curb ramps, and mark crosswalks.
- Provide protected bicycle lanes on S 58th St from the station to South Tacoma Way including bicycle and pedestrian priority at the signal on South Tacoma Way.
- Improve bicycle and pedestrian crossings at the Puget Sound Ave intersection with striping or other priority treatments and improve the crossing for pedestrians.
- Construct sidewalk, curb ramps, and bicycle boulevard improvements from S Lawrence Street to S Fife Street.

The improvements along S 60th Street include the following:

- Construct bicycle facilities on the north side of S 60th Street from S Adams Street to South Tacoma Way and transitioning to a bicycle boulevard to S Puget Sound Avenue.
- Provide a signalized pedestrian crossing at S 60th Street and South Tacoma Way and upgrade intersection crossing of S 60th Street and S Puget Sound Avenue to include pedestrian and bicycle safety treatments.
- Install curb ramps, gutter, lighting, and sidewalk on north side of S 60th Street between S Adams Street and South Tacoma Way. Include crossing at South End Recreation & Adventure (SERA) Campus entrance at S Adams Street and S 60th Street.

Additional elements which may be included along South Tacoma Way in the vicinity of S 56th Street and S 58th Street are installing station wayfinding, plantings trees along the curb line, and reducing the South Tacoma Way travel way width by providing parking in select locations.

This project grouping also includes extending the existing bicycle lanes on S Puget Sound Avenue to include the section between S 54th Street and S 56th Street and to include bicycle detection at S 56th Street/S Puget Sound Avenue.

1.1.2 S. 58th Street and S 60th Street connections (A1, A27, A46, A24, A28, A51, A56, A42, A54) – Priority 1

A bicycle and pedestrian travel way would be constructed between S Tyler Street and the station to provide the ability for bicyclists and pedestrians to travel to the west and avoid S 56th Street between the station and S Madison Street. This facility includes:

- A shared sidewalk facility on S 56th Street between S Tyler Street and S Madison Street.
- A shared-use path facility on S Madison Street between S 56th Street and northern boundary of SERA Campus.

- Continue shared-use path facility along northern edge of SERA Campus between S Madison Street and S Adams Street. This path would tie into improvements on S 60th Street connecting S Adams Street and the station described in Section 1.1 above.

1.1.3 Station area improvements (A25, A48, A55, E1, E2, E4, E7, E8, E9) – Priority 1

South Tacoma Station area improvements are proposed to enhance access conditions for sight impaired, non-English speaking, and disabled persons, as well support non-motorized access. These include the following upgrades to the station:

- Provide parking for micromobility modes such as scooters and bicycles.
- Install a public address system.
- Provide additional security cameras with signage notifying that cameras are active located at the station and in the parking lot.
- Provide accessible wayfinding for sight impaired persons including brail for ticketing and tactile strips between platform and drop-off areas on S Washington Street.
- Provide signage for non-English speaking persons.
- Provide a mini high shelter so riders with mobility devices can wait closer to where they board the train.
- Improve nonmotorized crossings at both at-grade crossings of S 56th Street and S 60th Street with sidewalk crossing arms and 4-quadrant crossing arms, additional warning signage, and other accessibility improvements.

In addition, ADA compliant curb ramps will be retrofitted/upgraded at 35 sidewalk locations within 0.5 mile of the station. Station area sidewalks will be constructed and improved within 0.5 mile of the station. The park-and-ride at S 60th Street, where riders wait while trains cross, will be provided with additional protection from the elements along the southern portion of the platform.

Wayfinding will be improved for traffic from the northeast to the station (via South Tacoma Way or via S Washington Street), from northwest, and from south (for drop off versus parking). Wayfinding will also be provided for nonmotorized users from South Tacoma Way.

1.1.4 S. Adams Street connections (A23, A23A, A23B, A26, B2, B3) – Priority 1

Sidewalk and crossing improvements will be constructed on S Adams Street between S 56th Street and S 66th Street. Three options were developed for this corridor including:

- Add bicycle lanes and complete sidewalks on both sides of S Adams Street between S 56th and S 66th Streets. This option would include crosswalks and ADA ramp upgrades at S Adams Street/S 60th Street and remove parking on one side of the street to accommodate the improvements within City right-of-way (ROW). (A23).
- Complete sidewalks on east side of S Adams Street and add shared use path on west side of street. This option would include crosswalks and ADA ramp upgrades at S Adams Street/S 60th Street, reduce vehicle lane widths and move western curb to the east to accommodate the improvements within the City ROW, and remove parking in limited areas. (A23A).

- Complete sidewalks on both sides of S Adams Street and add shared use path on west side of street within Metro Parks ROW. This option would include crosswalks and ADA ramp upgrades at S Adams Street/S 60th Street, utilizing both City ROW and Metro Parks ROW to accommodate the improvements, and removes parking in limited areas. (A23B).
- Provide signalized pedestrian crossing of S 66th Street at S Adams Street to facilitate transit access, bicycle connectivity, stripe crosswalks, and upgrade ADA ramps. (A26).
- At the S Adams Street intersection with S 66th Street improved passenger amenities will be provided, including shelter, pedestrian-scale lighting, and bench. (B2, B3).
- Several options will be evaluated to replace parking removed with S Adams Street nonmotorized improvements. These include potential additional parking areas within existing City right of way on the north side of S 58th between S Durango Street and S Adams Street (Extra Parking Option 1); and additional parking spaces in right of way on the east side of S Adams Street between S 64th to approximately 300 feet to the south (Extra Parking Option 2).

1.1.5 S Pine Street connection to water flume line trail (A41.A) – Priority 1

S Pine Street provides a north-south connection between the station area and the employment center near the Tacoma Mall area. This project would construct bicycle lanes on S Pine Street from S Center Street to S 47th Street by removing through or turn lanes. S Pine Street turns into S Oakes Street approaching S 47th Street. These bicycle lanes would tie into the S Fife Street improvement described below.

1.1.6 S Fife Street bicycle boulevard (A40) – Priority 1

The project would include a bicycle boulevard on S Fife Street from S 48th Street to S 74th Street. At the north end, the corridor turns onto S 48th Street to S Oakes Street and on S Oakes Street between S 48th Street and S 47th Street, thus tying into the S Pine Street bicycle lanes described in section 1.5 above.

The S Fife Street bicycle boulevard would include a pedestrian signal at S 56th Street and vehicle turn restrictions to safely support movement of bicyclists and pedestrians across the S 56th Street arterial.

1.1.7 Bus and bus stop improvements (B5, B6, B7, B8, B10) – Priority 1

Pierce Transit Route 3 runs up South Tacoma Way from the Lakewood Transit Center and extends north through the project area serving the access improvements. A number of transit stops, ROW, and intersections in this area are proposed for improvements. These are described in more detail below.

The project will provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting at South Tacoma Way intersections with S 56th, S 58th, and S 62nd Streets. Intersection improvements along South Tacoma Way will also include transit signal priority at intersections along South Tacoma Way (S 56th Street, S 58th Street, and S 66th Street).

1.1.8 Other bicycle connections (A9, A37) – Priority 1

The project includes bicycle improvements along the following corridors:

- S Sprague Avenue – Would construct bicycle lanes on S 37th Street/S Sprague Avenue from South Tacoma Way to S Steele Street. This would provide a connection to the nonmotorized crossing of I-5 at S 37th Street. (The nearest I-5 crossing for bicycles and pedestrians is half a mile to the north or south, and those crossings do not provide separation for bicyclists and pedestrians from vehicles).
- S 35th Street Bicycle Lanes – Would construct bicycle lanes on S 35th Street between S Pine Street and S Sprague Street, connecting S Sprague Avenue and the S 37th Street crossing to the improved north-south Pine Street corridor bicycle lanes.

1.1.9 Other potential improvements (A49, A50, E11) – Priority 1

Other potential improvements include the following:

- Leading Pedestrian Intervals at Signals - Upgrade signals to include LPIs at signalized intersections within 0.25 mile; include accessible pedestrian signals and no right turn on red (static or actuated signage).
- Bike Detection Intersection Upgrades - Include bike detection at select intersections along existing bike routes within 0.25 mile of station.
- Street Lighting Improvements - Install street lighting on priority roadways within 0.25 mile of the station.

1.1.10 s Tyler Street protected bicycle lanes (A43) – Priority 2

S Tyler Street serves as a primary north-south route for bikes adjacent to the station, to the north. The project would add horizontal and vertical protection to existing bicycle lanes from S 74th Street to S Wright Avenue by removing turn or through lanes.

1.1.11 S 60th Street east of Puget Sound Avenue (A29) – Priority 2

The area east of S Puget Sound Avenue and bounded by S 56th Street, S Wapato Street, and S 66th Street includes approximately 0.5 square mile of residents and includes Edison Elementary School, Wapato Hills Park, and the Water Flume Line Trail. This improvement would add sidewalks and bicycle boulevard treatments on S 60th Street between S Puget Sound Avenue and S Prospect Street, providing for a connection from this area to and from the South Tacoma Station.

1.1.12 S. Washington Street sidewalks (A21) – Priority 2

The section of S Washington Street connecting the station to the north does not include sidewalks. This project would construct sidewalks on the western side of the street between S 56th Street and S 58th Street.

1.1.13 S 45th Street bicycle sharrows – Priority 2

Bicycle sharrows will be added to S 45th Street from S Union Avenue to S Lawrence Street, and extend along S Union Avenue to connect to the Water Flume Line Trail / S 47th street / South Tacoma Way.

1.1.14 SERA Campus Shared Parking (D1) – Priority 2

Improvements to existing parking at the SERA Campus will include expanding the existing SERA parking lot, located west of the South Tacoma Sounder Station, by an additional 50 parking stalls. improvements to parking, including parking management, to allow for shared parking. Accessible connecting routes and street crossing of S Adams Street.

1.1.15 S 66th Street bicycle lanes (A4) – Priority 2

Add protected bike lanes and upgrade existing bike lanes to protected bike lanes on S 66th Street from S Orchard Street to S Puget Sound Avenue.

1.1.16 Regulatory environment

The Project is subject to multiple Washington State regulations which govern treatment and impacts to cultural resources. These regulations include:

- The Washington State Environmental Policy Act (SEPA).
- Revised Code of Washington (RCW) 27.53 and 68.50.645.
- Washington Administrative Code 25-48.

This IDP describes procedures that will be followed if archaeological resources or human remains are encountered during ground-disturbing activities, in compliance with applicable state and federal laws.

2 ARCHAEOLOGICAL RESOURCES

On-site staff will follow the procedures described below and illustrated in the flowchart on Figure 2-1 - Standard inadvertent discovery process for archaeological resources on Sound Transit Projects. The contact phone tree and examples of archaeological resources are provided in Appendix A - On-site Inadvertent Discovery Guide.

An archaeological resource could be prehistoric or historic. When in doubt, assume the material is an archaeological resource.

Examples of prehistoric archaeological materials include:

- An accumulation of shell, burnt rocks, or other food-related materials.
- Bones or small pieces of bone.
- An area of charcoal or very dark stained soil with artifacts.
- Stone tools or waste flakes (i.e., an arrowhead or stone chips).
- Basketry, cordage, or rope.
- Wooden posts or stakes.

Examples of potentially historic archaeological materials include:

- Domestic ceramics (such as tableware, crockery, etc.) and industrial ceramics (such as insulators, tile, etc.)
- Glass, including bottles, tableware, window glass, wire glass, or multiple glass fragments.
- Metal items, including equipment, vehicle parts, agricultural items, enameled ironware, etc.
- Bakelite, celluloid, glass, and shell buttons. Punch-opened and solder-sealed beverage cans, solder-sealed food tins, general lack of thin-walled aluminum and welded steel cans.
- Residential structural remains, such as historic building foundations or privies.

NOTE: Items made of plastic, polystyrene, nylon, or Styrofoam, or those with modern markings (e.g., candy wrappers, or bottles and cans recognizable as modern) are not archaeological resources and do not constitute an inadvertent discovery.

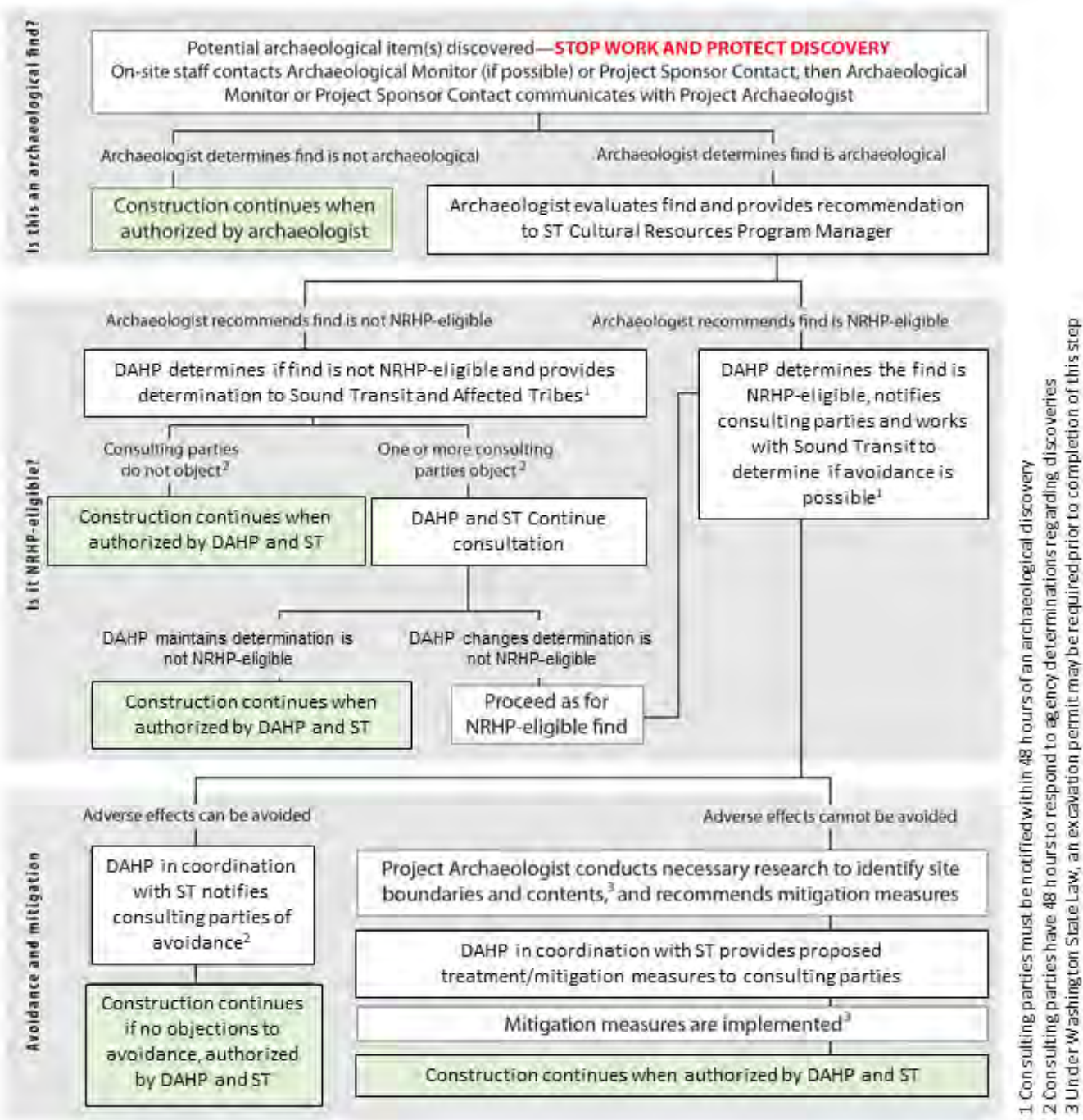


Figure 2-1 Standard inadvertent discovery process for archaeological resources on Sound Transit projects

2.1 On-site staff responsibilities

The following section describes the steps to follow if an on-site Sound Transit employee, contractor, or subcontractor believes that they have uncovered a potential archaeological resource (a find) at any point in the project.

- 1. Stop work:** All work on site and in areas adjacent to the find will stop. The area of work stoppage will be adequate to protect the find from any further disturbance; this is expected to be 30 feet in any direction, unless site conditions indicate otherwise. The location of the find will be secured at all times. The find will not be handled, removed, reburied, or covered. The Contractor will install a physical barrier (e.g., exclusionary fencing) and prevent all machinery, other vehicles, and unauthorized individuals from crossing the barrier until the Project Archaeologist examines and verifies the find. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery area. Spoils piles or vehicles (such as dump trucks) with the potential to contain archaeological resources will remain on site. Work at the location of the find will not resume until authorized by DAHP in coordination with Sound Transit.
- 2. Notify the Archaeological Monitor:** If there is an archaeological monitor on site, notify that person. The monitor will contact Alex Stevenson, Cultural Resources Program Manager, Sound Transit, unless there is a monitoring plan in place that directs the monitor to do otherwise. If Alex Stevenson is not available, the monitor will contact Lesley Maurer, Environmental Planner, Sound Transit.
- 3. Notify Project Management:** If there is no archaeological monitor on site, contact Alex Stevenson. If they are not available, contact Lesley Maurer. The Sound Transit representative will make all other contacts.
- 4. Avoid any other communication:** Do not call 911, the media, or members of the public about the find.

IDP Terminology

A **find** is a discovery during construction that could potentially be an archaeological resource.

An **archaeological resource** is an artifact or feature (or group of artifacts or features) older than 50 years.

An **NRHP-eligible archaeological resource** is one that has been evaluated and meets the criteria for listing in the National Register of Historic Places. (NRHP).

2.2 Project Manager responsibilities

- 1. Contact the Project Archaeologist:** Alex Stevenson of Sound Transit or designee will contact the Project Archaeologist, Matthew Warren (or, if there is not one, designate a qualified archaeologist), to evaluate whether the find is an archaeological resource as defined by state or federal law. If the Project Archaeologist recommends that the find is not an archaeological resource, the Project Archaeologist can authorize work to continue.

2. **Determine area adequate for protection:** If the Project Archaeologist recommends that the find is an archaeological resource, the Project Archaeologist will determine the area and the means adequate for protection and instruct the Contractor to maintain or adjust the protected area accordingly.
3. **Notify consulting parties:** The Project Archaeologist will notify DAHP in coordination with Sound Transit of the discovery of an archaeological resource. DAHP in coordination with Sound Transit shall notify consulting parties (SHPO, tribes, and any other identified interested parties) of the find within 48 hours, per 36 CFR Part 800.13.
4. **Research to evaluate NRHP-eligibility:** The Project Archaeologist will conduct any additional research necessary to evaluate National Register of Historic Places (NRHP) eligibility of the archaeological resource. Based on this research, the Project Archaeologist will recommend to Sound Transit and DAHP whether the archaeological resource is NRHP-eligible. This additional research may include preparation of an archaeological excavation permit which will be prepared by Sound Transit and reviewed by DAHP in consultation with consulting parties. DAHP will authorize this permit and allow research to continue as appropriate.
5. **Formally determine NRHP-eligibility and continue consultation:** DAHP in coordination with Sound Transit shall determine whether the archaeological resource is NRHP-eligible and shall provide the determination to consulting parties. Consulting parties shall respond within 48 hours, per 36 CFR Part 800.13.

If DAHP in coordination with Sound Transit determines that the archaeological resource is not NRHP-eligible and consulting parties do not object within 48 hours, construction may continue when authorized by DAHP in coordination with Sound Transit. If any consulting party objects, DAHP in coordination with Sound Transit shall continue consultation with all consulting parties in good faith to resolve the lack of agreement.

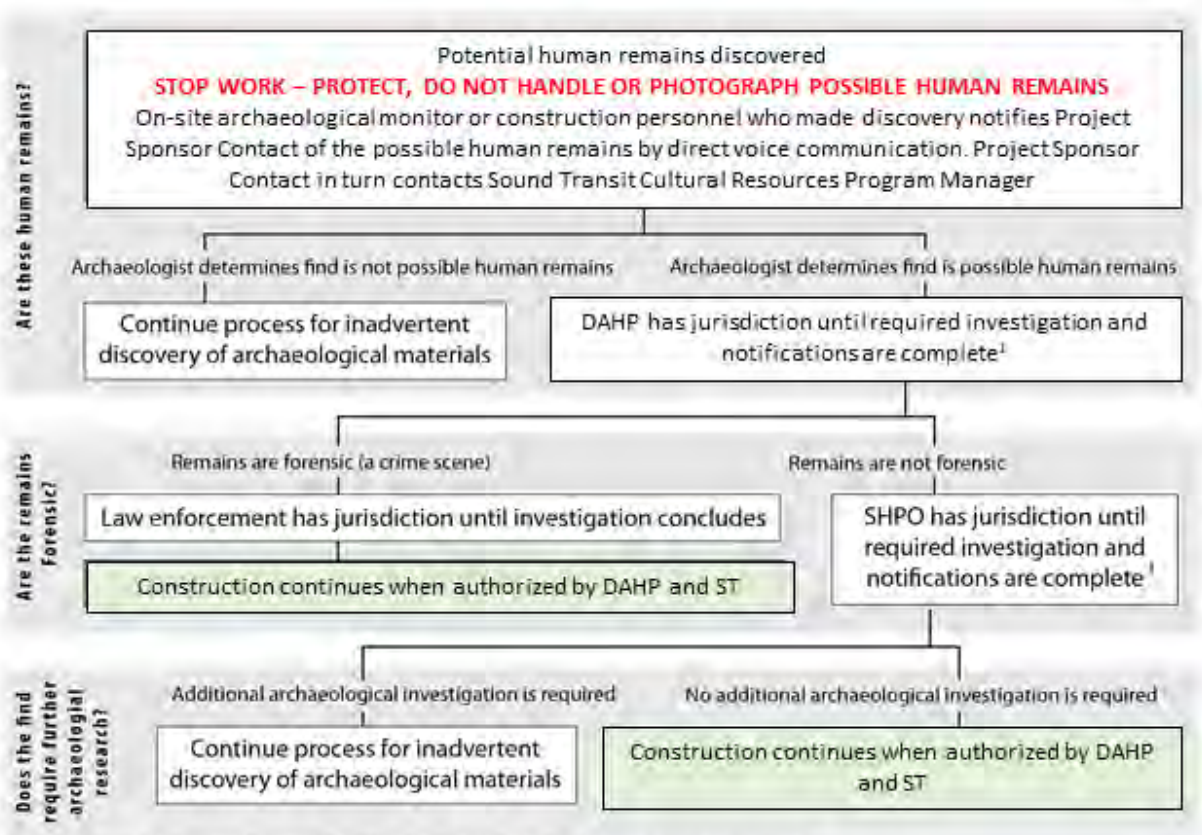
6. **Avoid or mitigate adverse effects:** If DAHP in coordination with Sound Transit determines that the archaeological resource is NRHP-eligible, DAHP will work with Sound Transit to determine whether adverse effects can be avoided. If adverse effects can be avoided, DAHP in coordination with Sound Transit shall provide documentation of avoidance and a determination of No Adverse Effect to consulting parties. If consulting parties do not object within 48 hours, construction may continue when authorized by DAHP in coordination with Sound Transit. If any consulting party objects, DAHP in coordination with Sound Transit shall continue consultation with all consulting parties in good faith to resolve the lack of agreement.

If DAHP in coordination with Sound Transit determines that adverse effects cannot be avoided, DAHP will work with Sound Transit and consulting parties to implement mitigation measures outlined in an excavation permit. This permit may be the same as the initial

excavation permit from Step 5 or preparation of an additional excavation permit may be required.

3 HUMAN REMAINS

Uncovered human remains on project construction site require special treatment under RCW 68.50.645. Any potential remains that are encountered during project work should be assumed to be human until determined otherwise by the Project Archaeologist or the Pierce County Medical Examiner. Procedures for the discovery of possible human remains are shown in Figure 3-1 and described below.



¹ Notification requirements depend, in part, on whether the remains are Native American.

Figure 3-1 Process for discovery of possible human remains

3.1 On-site staff responsibilities

On-site staff will follow the procedures described below. The contact phone tree is shown in Appendix A - On-Site Inadvertent Discovery Guide.

1. **Stop work:** If any Sound Transit employee, contractor, or subcontractor believes that he or she has uncovered possible human remains at any point in the project, all work on site and in areas adjacent to the discovery will stop. The area of work stoppage will be adequate to

protect the discovery, which is expected to be a minimum of 30 feet in all directions, unless the Project Archaeologist or law enforcement personnel indicate otherwise.

2. **Do not handle human remains:** Possible human remains shall not be handled, removed, reburied, or covered.
3. **Flag and secure the area:** The area of discovery will be flagged and secured. The location of the discovery will be secured at all times. Construction equipment and personnel will not enter the area. Spoils piles or vehicles from the area that have the potential to contain human remains, such as dump trucks, will remain on site. No persons other than the proper law enforcement personnel, the Pierce County Medical Examiner, and professional archaeologists will be authorized to access the discovery location after the area is secured.
4. **Notify the archaeological monitor:** If there is an archaeological monitor on site, notify that person. The monitor will contact Alex Stevenson, Cultural Resources Program Manager, Sound Transit, unless there is a monitoring plan in place that directs the monitor to do otherwise. If Alex Stevenson is not available, the monitor will contact Lesley Maurer, Environmental Planner, Sound Transit.
5. **Notify Project Management:** If there is no archaeological monitor on site, contact Alex Stevenson. If they are not available, contact Lesley Maurer. The Sound Transit representative will make all other contacts.
6. **Avoid any other communication:** Do not call 911, the media, or members of the public about the find.

3.2 Project Manager responsibilities

1. **Preliminary observation:** The Sound Transit Cultural Resources Program Manager will notify DAHP (via phone) of the discovery and will coordinate with the Project Archaeologist to assess whether the discovery may be human remains (without disturbing the discovery further). If the discovery can be definitively identified as nonhuman, procedures for archaeological resources will be followed.
2. **Notify local law enforcement:** If the discovery could possibly be human remains, the Sound Transit Cultural Resources Program Manager or the Project Archaeologist shall call the Tacoma Police Department non-emergency number and report that potential human remains have been discovered. The Tacoma Police Department will control the discovery site until it is either determined to be non-forensic (not a crime scene) or the investigation is complete.
3. **Participate in consultation:** The Sound Transit Cultural Resources Program Manager will participate in consultation. If there are also archaeological materials at the human remains discovery location, there may be a parallel archaeological resources process led by DAHP. Construction can resume when authorized by DAHP and Sound Transit.

4 CONSTRUCTION TEAM TRAINING, COMMUNICATION, AND REPORTING

4.1 Preconstruction meeting

A preconstruction meeting will be held for the Project Archaeologist, Construction Management Lead, Resident Engineer, Contractor's project manager, Project Superintendent, and other personnel responsible for overseeing ground-disturbing field operations to:

- Review IDP procedures.
- Provide introductions of the Sound Transit representatives, the Project Archaeologist, and other personnel.
- Describe the role of the Project Archaeologist.
- Establish a chain of command for communication and decision-making among the Project Archaeologist and Sound Transit and Contractor personnel.
- Clarify questions about stop-work and notification procedures.
- Provide a copy of the On-site Inadvertent Discovery Guide (Appendix A) to field staff providing oversight of ground-disturbing work.

The preconstruction meeting will occur prior to any ground-disturbing activity. Additional meetings will be scheduled if there is substantial staff turnover, concern about staff understanding the protocols, a long break in construction, or a desire for refresher training on policy. The Project Archaeologist will remain in contact with Sound Transit Cultural Resources Program Manager and Sound Transit throughout the project to determine if site visits, additional meetings, or orientations are needed.

4.2 Construction crew member orientation

The Project Archaeologist may provide on-site cultural resources orientation for all construction crew members leading ground-disturbing construction work. Orientation will inform and familiarize construction personnel with the IDP protocols and their responsibility to call attention to any archaeological materials they observe. The Sound Transit Cultural Resources Program Manager will coordinate with the Project Archaeologist to provide a brief orientation to construction crew members, as appropriate.

4.3 Ongoing communication

The Sound Transit staff, contractor, and its agents will abide by established communication protocols described in the inadvertent discovery processes in Sections 2 and 3 regarding any archaeological resource matters that arise during construction. The Project Archaeologist will remain in communication with the Sound Transit Cultural Resources Program Manager (or designee), as appropriate, throughout project construction, via email and phone. If any member of the Project team feels communication is inadequate to ensure that the archaeologist is on site when it is prudent, the Project team member can contact DAHP. DAHP will coordinate with Sound Transit on how to improve communication.

4.4 Reporting of inadvertent discoveries

The responsibilities of the Project team include assessments of any inadvertent discoveries and a summary of results at the conclusion of construction. Reports regarding assessments of any inadvertent discoveries will be provided by Sound Transit to DAHP for review before submission to consulting parties. For all reporting, sensitive information regarding archaeological resources, human remains, funerary objects, or traditional practices shall not be released except as authorized by DAHP under applicable state.

4.4.1 Assessment of inadvertent discoveries

The Project Archaeologist will be responsible for preparing an assessment of all inadvertent discoveries during construction. The assessment will be used by DAHP to determine Section 106 eligibility and effects determinations and inform any additional coordination or investigation that may be necessary. The assessment will be prepared within 24 hours of an inadvertent discovery and can be provided to Sound Transit in a memorandum or email. It will include the following information:

- 1) A description of the find, in enough detail to characterize its features and age. The description should include at least one photograph of the find.
- 2) A description and map of where the find occurred, including its context with adjacent features. The location of the find should be identified on a map that also identifies other known historic properties, if relevant.
- 3) Whether or not the find is an archaeological resource.
- 4) For archaeological resources, a recommendation of NRHP-eligibility that includes a statement of the age of the find, evaluation of find against each NRHP criterion, and a description of the integrity of the find.

5 ARCHAEOLOGICAL RESOURCES AND COLLECTION CURATION

No artifact shall be removed or taken by any construction crew member, regardless of archaeological significance or the disposition of the artifact. If a NRHP-eligible resource is encountered and the Archaeological Treatment Plan includes excavation or removal of the archaeological materials, the plan will specify collection and curation requirements. If artifacts are removed from the site for analysis and determined ineligible, the Project Archaeologist will dispose of the material.

6 CONTACT INFORMATION

<p>Sound Transit Primary Contact: Alex E. Stevenson Title: Cultural Resources Program Manager Office Phone: 206-553-3655 Cell Phone: 206-419-5315 Email address: alex.stevenson@soundtransit.org</p> <p>Alternate Contact: Lesley Maurer Title: Environmental Planner Office Phone: 206-553-3892 Cell Phone: 505-908-5814 Email address: lesley.maurer@soundtransit.org</p>	<p>Puyallup Tribe of Indians Primary Contact: Brandon Reynon Title: Tribal Historic Preservation Officer Office Phone: 253-573-7986 Email address: brandon.reynon@puyalluptribe-nsn.gov</p> <p>Nisqually Indian Tribe Primary Contact: Brad Beach Title: Tribal Historic Preservation Officer Office Phone: 360-456-5221, ext. 1277 Cell Phone: 360-528-1084 Email address: beach.brad@nisqually-nsn.gov</p> <p>Confederated Tribes and Bands of the Yakama Nation Primary Contact: Kate Valdez Title: Tribal Historic Preservation Officer Office Phone: 509-865-5121, ext. 4041 Email address: kate@yakama.com</p>
<p>Project Archaeologist Matthew Warren, Archaeologist, Historical Research Associates, Inc. Office Phone: 206-343-0226, ext. 304 Cell Phone: 206-940-6639 Email address: mwarren@hrassoc.com</p>	<p>Muckleshoot Indian Tribe Primary Contact: Laura Murphy Title: Archaeologist, Cultural Resources Office Phone: 253-876-3272 Email address: laura.murphy@muckleshoot.nsn.us</p>
<p>Washington State Department of Archaeology and Historic Preservation Transportation Archaeologist Name: Dennis Wardlaw Office Phone: 360-485-5014 Email address: dennis.wardlaw@dahp.wa.gov</p>	<p>Steilacoom Indian Tribe Primary Contact: The Honorable Danny K. Marshall Title: Chair Phone: 253-584-6308 Email address: steilacoomtribe@msn.com</p>
<p>Tacoma Police Department Non-Emergency Number: 253-287-4455</p>	<p>Suquamish Tribe Primary Contact: Stephanie Trudel Title: Tribal Historic Preservation Officer Phone: 360-394-8533 Email address: strudel@Suquamish.nsn.us</p>

Appendix A

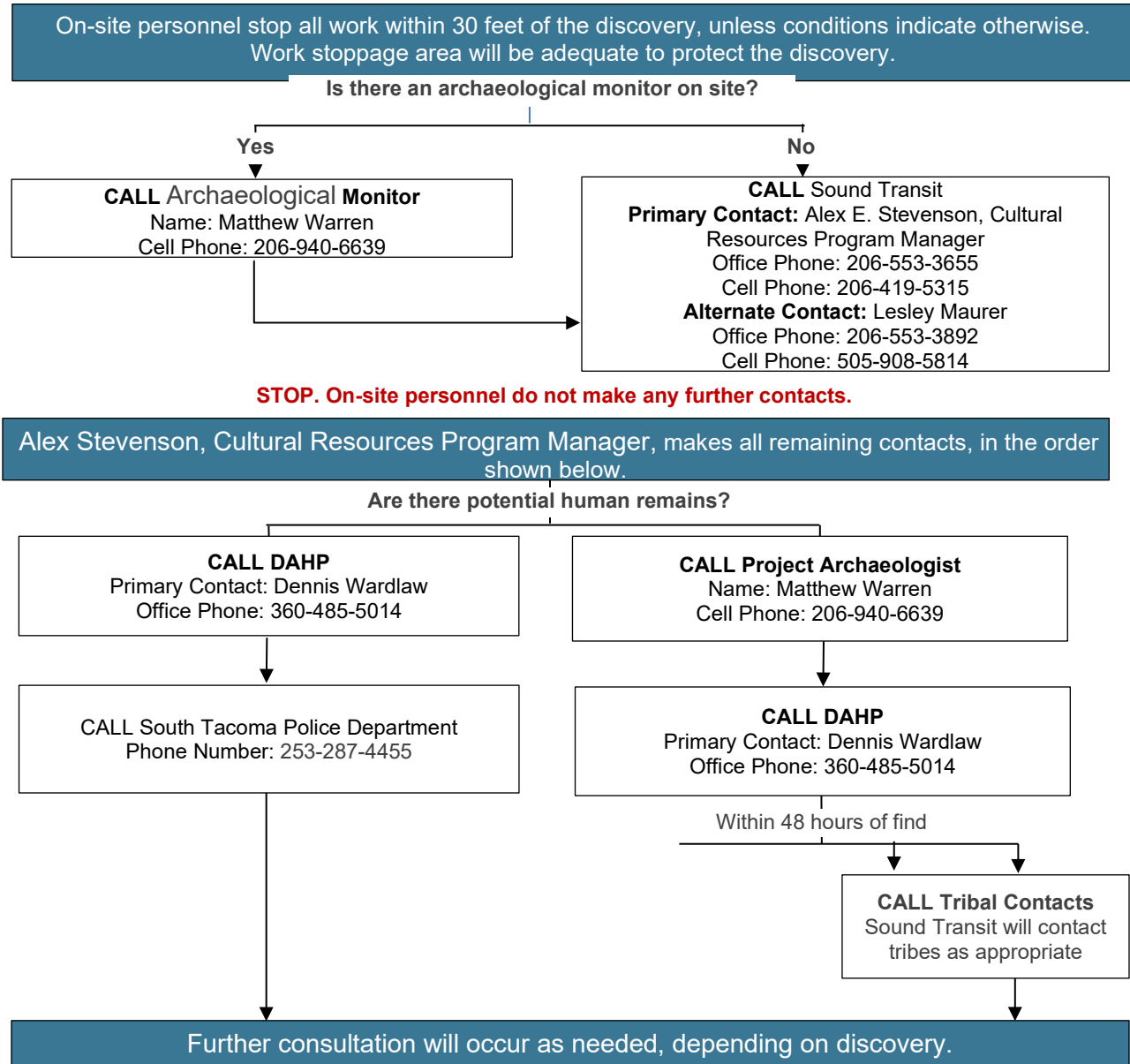
On-Site Inadvertent Discovery Guide for South Tacoma Station Access Improvements Project

PROJECT NAME

On-Site Inadvertent Discovery Protocols for Archaeological Materials and Human Remains

This information assists on-site personnel in implementing procedures described in the Inadvertent Discovery Plan, in compliance with applicable state and federal laws.

Contact Phone Tree—Potential archaeological resources encountered



Examples of Archaeological Resources



Layers of Shell



Burnt Soil (Hearth)



Burnt Rock Feature (Hearth)



Bone



Basketry



Flaked Stone Tool



Flaked Stone Tool



Stone Tool-Making Debris



Historic Cellar



Historic Utility Feature



Historic Artifact Scatter



Historic Artifacts



Appendix C

Transportation Technical Report

Transportation Technical Report

South Tacoma Station Access Improvements Project **AE 0145-17 02.02 STSAI**

December 2023

Author: Tresia Gonzalez, Parametrix

Prepared for:

**David Evans and Associates, Inc.
801 Second Avenue, Suite 200
Seattle, WA 98104**

Table of Contents

1	INTRODUCTION	1
2	PROJECT BACKGROUND	1
3	TRANSPORTATION STUDY AREA	1
3.1	Build Alternative project improvements	4
4	EXISTING CONDITIONS	9
4.1	Station area mode of access.....	9
4.2	Non-motorized network.....	9
4.3	Transit services and facilities	14
4.4	Roadways/vehicle access	18
4.5	Parking	24
5	YEAR 2030 CONDITIONS	25
5.1	No Build Alternative	25
5.2	Build Alternative	27
5.3	Changes to the active transportation network	31
5.4	Changes to transit services and facilities	33
5.5	Changes to vehicle access/traffic operations	34
5.6	Changes to parking.....	44
6	REFERENCES.....	46

List of Tables

Table 4-1	South Tacoma Station mode of access summary	9
Table 4-2	Bus transit routes serving stops within 1 mile of South Tacoma Station (2023)..	14
Table 4-3	Partially or fully funded roadway improvement projects within the 5-mile travel shed.....	22
Table 4-4	Existing conditions intersection operations analysis	23
Table 5-1	Year 2030 No Build Alternative study intersections operations analysis.....	26
Table 5-2	Scope of Build Alternative transportation analysis.....	27
Table 5-3	Summary of Build Alternative project improvement effects.....	28
Table 5-4	City of Tacoma guidance on crosswalk treatment	35
Table 5-5	S 58th Street and S 60th Street connections crosswalk treatment	36
Table 5-6	Year 2030 No Build and Build intersection operations, South Tacoma Way/S 60th Street	37
Table 5-7	S Adams Street connections crosswalk treatment.....	38
Table 5-8	Year 2030 No Build and Build intersection operations with S Pine Street protected bicycle lanes	39

Table 5-9	S Pine Street crosswalk treatment	40
Table 5-10	S Fife Street bicycle boulevard crosswalk treatment	40
Table 5-11	Year 2030 No Build and Build intersection operations with S Tyler Street protected bicycle lanes	42
Table 5-12	Year 2030 No Build and Build intersection operations with surface lot at SERA Campus	43
Table 5-13	Year 2030 No Build and Build intersection operations S 66th Street bicycle lanes	44
Table 5-14	Existing and Build Alternative parking capacity at the South Tacoma Station.....	45

List of Figures

Figure 3-1	Study area	3
Figure 3-2	Transportation study intersections	8
Figure 4-1	Pedestrian facilities	11
Figure 4-2	Bicycle facilities.....	13
Figure 4-3	Local transit routes.....	16
Figure 4-4	Sound Transit regional transit routes.....	17
Figure 4-5	Station access	19
Figure 4-6	Regional roadway network.....	20
Figure 4-7	Local roadway network and street classification.....	21

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	level of service
LPI	leading pedestrian interval
LU	land use
MPH	miles per hour
N/A	not applicable
PHB	pedestrian hybrid beacon
PROWAG	public rights-of-way guidelines
SEPA	State Environmental Policy Act
SERA	South End Recreation & Adventure
ROW	right-of-way
RRFB	rectangular rapid flashing beacon
TWSC	two-way stop control
v/c	volume-to-capacity
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

This South Tacoma Station Access Improvements Project Transportation Technical Report summarizes the transportation analysis performed to support documentation of the impacts of the South Tacoma Station Access Improvements Project (the project), as described in the project's State Environmental Policy Act (SEPA) Environmental Checklist.

2 PROJECT BACKGROUND

The improvements included in the Build Alternative for the project are a result of the alternatives analysis conducted in Phase 1 of the South Tacoma Station Access Improvements Project and are documented in the Phase 1 South Tacoma Station Access Improvements Report (Sound Transit 2021) (Phase 1 Report). The Phase 1 analysis identified two tiers of projects identified as Potential Improvements (herein titled Priority 1) and Possible Alternates (herein titled Priority 2).

The alternatives analysis prioritized projects based on a set of criteria documented in the Phase 1 Report. Three key criteria were used to identify Priority 1 and Priority 2 projects. These criteria were:

- Improves connections for underserved communities.
- Addresses a substantial travel barrier.
- Is located within proximity of the station.

For the purposes of the environmental analysis, all Priority 1 and Priority 2 projects are included in the Build Alternative.

3 TRANSPORTATION STUDY AREA

This Transportation Technical Report includes a summary of the transportation facilities that serve the South Tacoma Station as well as transportation facilities that are in or cross the project vicinity.

The improvements associated with the project are located throughout the greater South Tacoma area, as shown in Figure 3-1 and described below. The study area boundaries incorporate all of the project improvements.

The majority of project improvements would provide sidewalks and bicycle lanes and improve access between the South Tacoma Station and local destinations (including residences, businesses, and schools). The improvements also would improve the connectivity between the South Tacoma Station and the Pierce Transit bus stops. The improvements would not use any water or air transportation services.

A limited number of the project improvements have the potential to change traffic volume or travel delay in the study area, as follows:

- Increased parking capacity at South End Recreation & Adventure (SERA) shared parking lot adjacent to the South Tacoma Station.

- New signal at South Tacoma Way/S 60th Street to facilitate the movement of bicycles and pedestrians across South Tacoma Way.
- Turn restrictions at South Tacoma Way/S 60th Street, S Puget Sound Avenue/S 60th Street, and S 56th Street/S Fife Street.
- Protected bicycle lanes on S Tyler Street between S 74th Street and S Wright Avenue including removing through or turn lanes.
- Protected bicycle lanes on S Pine Street between Center Street and S 47th Street including removing through or turn lanes.



3.1 Build Alternative project improvements

S 58th Street and S 60th Street Connections (Priority 1)

S 58th Street Connections:

- Add sidewalk (south side) on S 58th Street from the station to South Tacoma Way, and upgrade curb ramps and mark crosswalks.
- Add protected bicycle lanes on S 58th Street from the station to South Tacoma Way including bicycle and pedestrian priority at the signal on South Tacoma Way.
- Improve bicycle and pedestrian crossings at S 58th Street/S Puget Sound Avenue intersection with striping or other priority treatments. Includes curb bulb-outs and a pedestrian-activated signal.
- Improve the sidewalks and curb ramps between S Puget Sound Avenue and S Lawrence Street to meet Americans with Disabilities Act (ADA) standards. Add sidewalk, curb ramps, and bicycle boulevard improvements on S 58th Street from S Lawrence Street to S Fife Street.
- Add bicycle lanes on S Puget Sound Avenue between S 54th Street and S 56th Street; include bicycle detection at intersection of S 56th Street and S Puget Sound Avenue.

S 60th Street Connections:

- Add a two-way bicycle path (north side) on S 60th Street from S Adams Street to South Tacoma Way, transitioning to a bicycle boulevard between South Tacoma Way and S Puget Sound Avenue.
- Add a signal at S 60th Street/South Tacoma Way and move northbound bus stop at S 62nd Street to S 60th Street (located far-side). Improve bicycle and pedestrian crossings at S 60th Street/S Puget Sound Avenue with striping or other priority treatments including a pedestrian-activated signal. Restrict the east leg to right-in/right-out at the intersections of S 60th Street with South Tacoma Way and S 60th Street with S Puget Sound Avenue.
- Add sidewalk (on north side), curb ramps, gutter, and lighting on S 60th Street between S Adams Street and South Tacoma Way; include a striped pedestrian and bicycle crossing at the SERA Campus entrance at S Adams Street and S 60th Street.

S 56th Street Bicycle Path (Priority 1)

- Provide an 8-foot-wide shared sidewalk facility on S 56th Street between S Tyler Street and S Madison Street and a shared use path on S Madison Street between S 56th Street and northern boundary of the SERA Campus to S Adams Street.

Station Area Improvements (Priority 1)

- Provide station area curb ramp retrofits, retrofits to provide overhead shelter at the mini-high, public address system, security cameras at the station and parking lot, and station area accessibility for sight impaired and non-English-speaking persons; construct or improve select sidewalks within 0.5 mile of the station; improve wayfinding to the station.
- Improve non-motorized crossings at both at-grade crossings of S 56th Street and S 60th Street with sidewalk crossing arms and 4-quadrant crossing arms, additional warning signage, and other accessibility improvements.

S Adams Street Connections (Priority 1)

- Complete the sidewalks on the east side of S Adams Street from S 66th Street to S 56th Street. Complete the sidewalks on the west side of S Adams Street from S 60th Street to S 56th Street.
- Between S 66th Street and the southern SERA Campus parking lot, remove parking on one side of S Adams Street and add a two-way bicycle path in the street. North of the southern SERA Campus parking lot, transition to a shared use path utilizing both City of Tacoma and Metro Parks right-of-way (ROW).
- Add pedestrian signal at S Adams Street/S 66th Street and upgrade ADA ramps.
- Add shelter, pedestrian-scale lighting, and bench at S 66th Street/S Adams Street bus stops.

S Pine Street Connection to Water Flume Line Trail (Priority 1)

- Construct protected bicycle lanes on S Pine Street from S Center Street to S 47th Street by reducing through or turn lanes. The bicycle lanes would be constructed between the bus stops and the sidewalks (creating a floating bus stop) and further protecting bicyclists from traffic. Add a pedestrian-activated signal at S Pine Street/S 42nd Street.

S Fife Street Bicycle Boulevard (Priority 1)

- Add bicycle boulevard on S Fife Street from S 74th Street to S 48th Street, on S 48th Street to S Oakes Street, and on S Oakes Street, from S 48th Street to S 47th Street. Includes a pedestrian signal and turn restrictions at S 56th Street/S Fife Street. The turn restrictions limit access at S 56th Street to right-in/right-out only.

Bus and Bus Stop Improvements (Priority 1)

- Add shelter, bench, and pedestrian-scale lighting at South Tacoma Way intersections with S 56th, S 58th, and S 62nd streets.
- Implement transit signal priority at intersections along South Tacoma Way (S 56th Street, S 58th Street, and S 66th Street).

Other Bicycle Connections (Priority 1)

- Add bicycle lanes on S 37th Street/S Sprague Avenue from South Tacoma Way to S Steele Street.
- Add bicycle lanes on S 35th Street between S Pine Street and S Sprague Avenue.

Other Potential Improvements (Priority 1)

- Install street lighting on priority roadways within 0.25 mile of the station.
- Upgrade signals to include leading pedestrian interval (LPI) within 0.25 mile of the station at select locations; include accessible pedestrian signals and no right turn on red (static or actuated signage).
- Upgrade signals to include bicycle detection at select intersections along existing bicycle facilities within 0.25 mile of station.

S Tyler Street Protected Bicycle Lanes (Priority 2)

- Add protection to existing bicycle lanes from S 74th Street to S Wright Avenue by removing turn or through lanes, and on-street parking.

S 60th Street East of S Puget Sound Avenue (Priority 2)

- Add sidewalks and bicycle boulevard treatments on S 60th Street between S Puget Sound Avenue and S Prospect Street.

S Washington Street Sidewalk Improvements (Priority 2)

- Provide sidewalk improvements on the west side of S Washington Street between S 56th Street and S 58th Street.

S 45th Street Sharrows (Priority 2)

- Add bicycle sharrows to S 45th Street from S Union Avenue to S Lawrence Street, and to extend along S Union Avenue to connect to the Water Flume Line Trail/S 47th Street/South Tacoma Way. Sharrows are painted markings on the roadway that show two V-shapes and a bicycle. The markings indicate that the roadway is shared by motorists and bicyclists.

SERA Shared Parking Lot (Priority 2)

- Develop a shared parking facility within the SERA Campus adjacent to existing parking.

S 66th Street Bicycle Corridor (Priority 2)

- Add protected bicycle lanes and upgrade existing bicycle lanes to protected bicycle lanes on S 66th Street from S Orchard Street to S Puget Sound Avenue.

To determine pedestrian and bicycle crossing improvement needs, or to address potential changes in traffic volume or travel delay resulting from these improvements, the study intersections shown in Figure 3-2 were analyzed, and the potential project impacts to those intersections are documented in this report. These study intersections are:

- South Tacoma Way/S 56th Street.
- South Tacoma Way/S 58th Street.
- S Puget Sound Avenue/S 58th Street.
- S Oakes Street/S 58th Street.
- South Tacoma Way/S 60th Street.
- S Puget Sound Avenue/S 60th Street.
- S Adams Street/S 60th Street.
- S Adams Street/S 66th Street.
- S Pine Street/Center Street.
- S Pine Street/South Tacoma Way.
- S Pine Street/S 35th Street.
- S Pine Street/S 36th Street.

- S Pine Street/S 38th Street.
- S Pine Street/S 42nd Street.
- S Pine Street/S 45th Street.
- S Oakes Street/S 47th Street.
- S Oakes Street/S 56th Street.
- S Fife Street/S 56th Street.
- South Tacoma Way/S 66th Street.
- S Tyler Street/S 56th Street.
- S Tyler Street/S 74th Street.

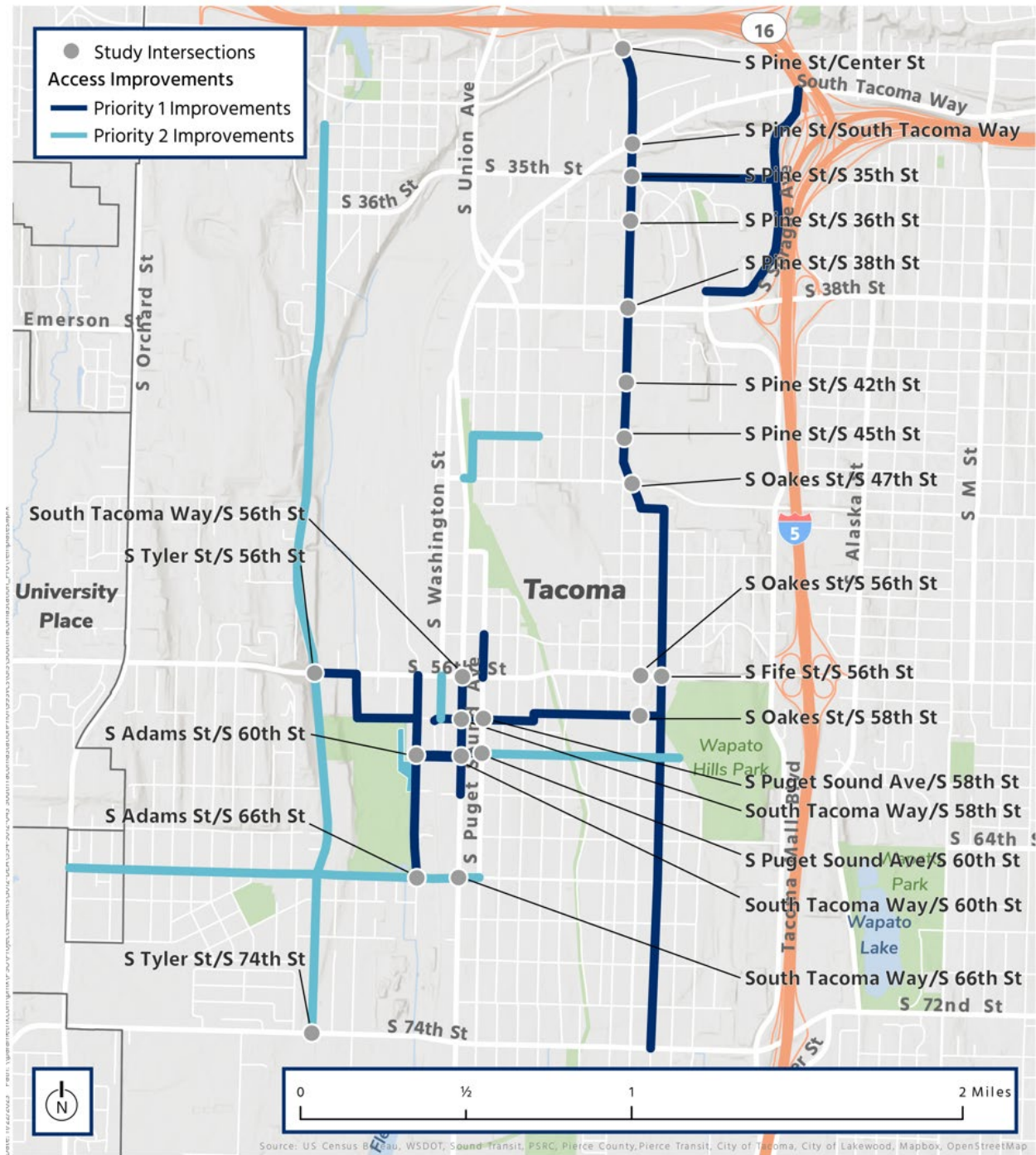


Figure 3-2 Transportation study intersections

4 EXISTING CONDITIONS

This chapter summarizes the transportation network serving the South Tacoma Station area, including:

- Pedestrian facilities (sidewalks and shared use paths).
- Bicycle facilities (bicycle lanes, sharrows, and shared use paths).
- Transit services and facilities (bus stops and South Tacoma Station).
- Roadways/vehicle access.
- Parking.

4.1 Station area mode of access

Sound Transit's 2019 System Access Strategic Plan Passenger Access Survey Report (Sound Transit 2019a) and March 2020 South Tacoma Station Profile (Sound Transit 2020) each present figures for how Sounder passengers access South Tacoma Station, broken down by mode of transportation. Table 4-1 summarizes these figures, which demonstrate that the station is primarily accessed by auto. As is described in subsequent sections of this report, accessing the South Tacoma Station via other modes (walk, bicycle, and local transit) is difficult due to barriers or lack of direct travel routes.

Table 4-1 South Tacoma Station mode of access summary

Mode of Transportation	2019 System Access Strategic Plan Passenger Access Survey Report	March 2020 South Tacoma Station Profile (pre-Covid)
Walk/wheelchair	13%	8%
Bicycle	2%	0%
Transit transfer	0%	0%
Auto	84%	92%
<i>Drop-off</i>	13%	6%
<i>Parked (drove alone/carpool/vanpool)</i>	71%	86%
Other ¹	1%	Not measured

Sources:

Sound Transit 2019a; Sound Transit 2020.

Note:

¹ The source documents do not define "Other."

4.2 Non-motorized network

The following describes the existing pedestrian and bicycle network in the South Tacoma Station area.

4.2.1 Pedestrian network

Today, pedestrian access to the South Tacoma Station is provided on the station's eastern frontage along S Washington Street, to the north from S 56th Street via a pedestrian path, and to the south along S 60th Street. Connections to the west of the station are provided through two at-grade crossings of the railroad tracks, at S 56th Street and S 60th Street. The sidewalks along S 60th Street connect the station platform to its surface parking lot to the west of the tracks.

Although sidewalks along the north side of S 60th Street provide direct access across the railroad track, there is limited pedestrian access between the station and neighborhoods farther west of S Adams Street due to the location of the SERA Campus. Currently, pedestrians must either travel west along S 56th Street and then south along S Tyler Street or travel south along S Adams Street to S 66th Street to access areas to the west of the station and the SERA Campus. S Adams Street has intermittent sidewalk gaps on both sides between S 56th Street and S 66th Street, while S 60th Street has sidewalk gaps along its south side in the immediate vicinity of the South Tacoma Station.

As Figure 4-1 shows, many sidewalk gaps are present in neighborhoods west and southwest of the SERA Campus, the neighborhoods east of the Water Flume Line Trail, and the area between the Tacoma Cemetery and Tacoma Mall. In addition, a uniform street grid is not present to the northwest of S 56th Street and South Tacoma Way.

Within the 1-mile pedestrian travel shed, sidewalks are present along most arterial and collector roadways, with the following exceptions:

- South Tacoma Way – west side between S 47th Street and S 48th Street.
- S Washington Street – both sides between South Tacoma Way and S 45th Street; east side between S 48th Street and S 52nd Street; portions of west side between S 50th Street and S 52nd Street; portions of east side between S 52nd Street and S 56th Street; both sides between S 56th Street and S 58th Street.
- S 58th Street – portions of south side between S Washington Street and South Tacoma Way.
- S Puget Sound Avenue – both sides between S 72nd Street and S 74th Street.
- S Warner Street – portions of both sides between S 43rd Street and S 47th Street.
- S Tyler Street – east side north of S 49th Street.
- S Orchard Street – portions of west side south of 53rd Street W.
- S 47th Street – north side between S Washington Street and South Tacoma Way; portions of south side between S Union Avenue and S Warner Street; portions of north side between S Lawrence Street and S Alder Street.
- S 66th Street – north side between S Alder Street and S Clement Avenue; portions of both sides between S Clement Avenue and S Junett Street; south side between S Junett Street and S Pine Street; both sides between S Pine Street and S Oakes Street.

The presence and condition of curb ramps within the 1-mile pedestrian travel shed vary. Some intersections are missing curb ramps and others have curb ramps that are noncompliant with current ADA standards. Pedestrian push buttons at intersections in the 1-mile pedestrian travel shed may also be noncompliant with ADA standards. Signal timing at signalized intersections in

the station area does not typically include LPIs, the use of which enhances the visibility of pedestrians in the intersection and reinforces their ROW over turning vehicles.

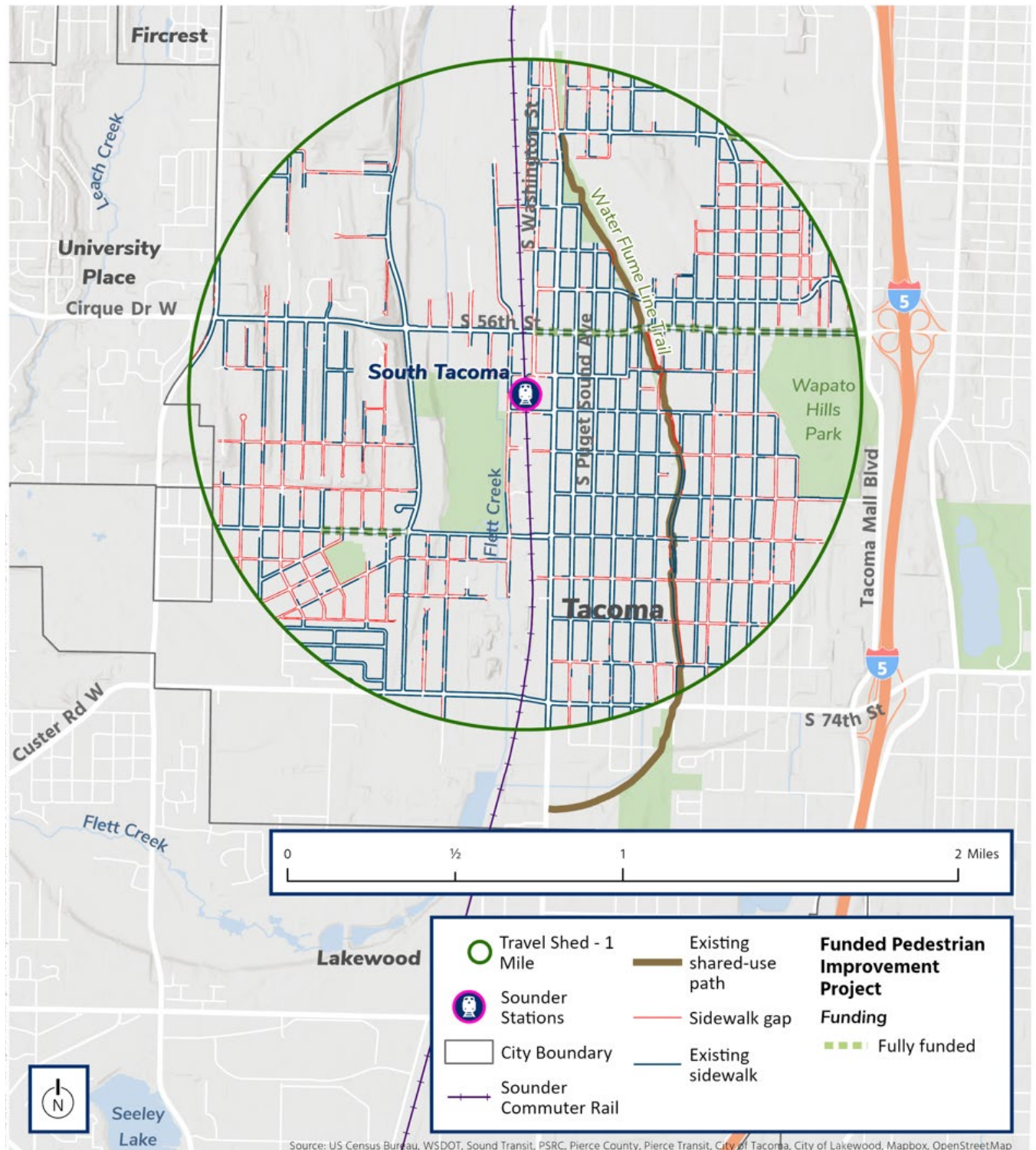


Figure 4-1 Pedestrian facilities

4.2.2 Bicycle network

A combination of a shared use path, bicycle lanes, and shared-lane markings on S 58th Street provides direct access between the South Tacoma Station and the Water Flume Line Trail. The Water Flume Line Trail, part of the regional shared use path network, continues northward as a shared use path from S 58th Street to S 47th Street, where it transitions to bicycle lanes along South Tacoma Way to S Pine Street; however, there are intermittent gaps in the continuity of the bicycle facilities in this section. After an existing gap between S Pine Street and S M Street, the trail resumes as a shared use path along South Tacoma Way and S C Street to downtown Tacoma and the Dome District. To the south of S 58th Street, the Water Flume Line Trail continues as a shared use path to the intersection of South Tacoma Way and S 80th Street at the border of Tacoma and Lakewood.

Two blocks to the east of the station, bicycle lanes along S Puget Sound Avenue provide a north-south alternative to South Tacoma Way between S 56th Street and S 74th Street.

To the south of the station, bicycle facilities are present along S 66th Street as bicycle lanes west of South Tacoma Way and shared-lane markings east of South Tacoma Way connecting to bicycle lanes on S Tyler Street and the Water Flume Line Trail. Additionally, the S 66th Street bicycle lanes connect to shared-lane markings on S Adams Street, ending directly to the west of South Tacoma Station.

West of the SERA Campus, bicycle lanes along S Tyler Street connect S 74th Street to the south and S Wright Avenue to the north. The S Tyler Street bicycle lanes also connect to bicycle lanes along S 56th Street, which extend west to the Tacoma border and beyond, into University Place. The bicycle lanes on S Tyler Street are separated from vehicular traffic with paint lines. A horizontal buffer and a vertical barrier from vehicular traffic are not provided with these bicycle lanes.

As Figure 4-2 shows, few east-west bicycle connections are located within 1 mile of South Tacoma Station, and there are few connections to areas to the east and west outside of the immediate station vicinity. North-south bicycle lanes are present along S Alaska Street directly to the east of Interstate 5. There are also no bicycle facilities that provide access across State Route 16 to the north of the South Tacoma Station. No bicycle facilities that traverse I-5 are present within 1 mile of the station. A bicycle and pedestrian bridge at S 37th Street provides the closest bicycle facility connection across I-5, connecting the Tacoma Mall regional growth center and neighborhoods to the east of I-5. However, no bicycle connections currently exist between the South Tacoma Station and the Tacoma Mall area. Signalized intersections near the South Tacoma Station also lack bicycle detection.

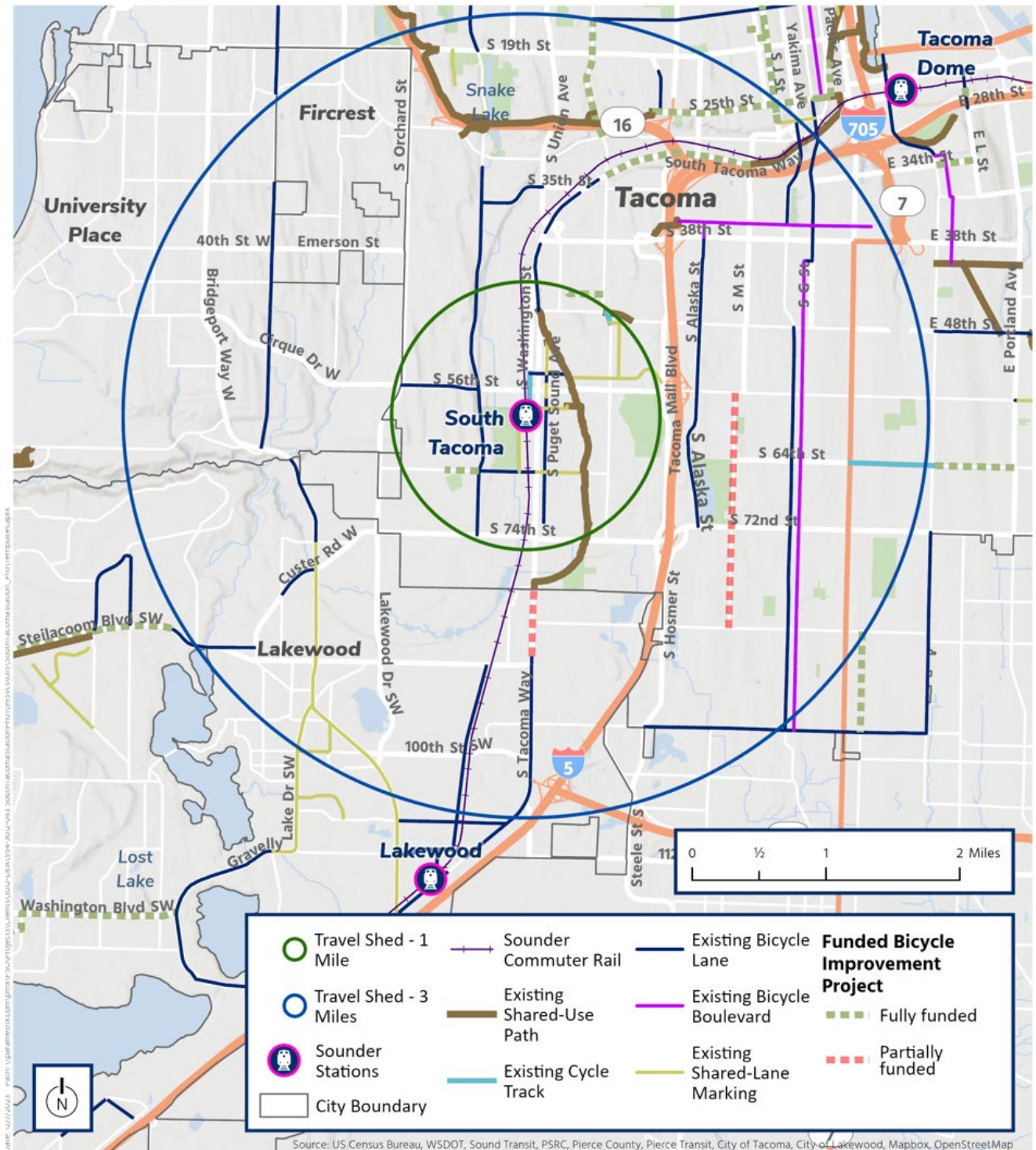


Figure 4-2 Bicycle facilities

4.3 Transit services and facilities

Sound Transit operates Sounder S Line rail service between Lakewood and Seattle, with South Tacoma Station serving as the current route's second-to-last station in the southbound direction. During the weekday morning period, Seattle-bound northbound trains operate every 20 to 30 minutes between 4:30 a.m. and 7 a.m. One additional northbound trip departs Lakewood around 10 a.m., and one southbound trip from Seattle to Lakewood operates around 8 a.m. During the evening period, Lakewood-bound trains in the southbound direction operate every 20 to 45 minutes, arriving at South Tacoma Station between 4:50 p.m. and 7:45 p.m. (Sound Transit 2023). Thirteen trains operate northbound and southbound each between Lakewood and Seattle each day, for a total of 26 daily trips.

In addition to the Sound Transit Sounder S Line rail service between Lakewood and Seattle, Pierce Transit provides bus transit service within 1 mile of the station. Table 4-2 summarizes the existing bus transit routes and weekday schedule frequency (average headways) serving stops within 1 mile of South Tacoma Station.

Table 4-2 Bus transit routes serving stops within 1 mile of South Tacoma Station (2023)

Route # and Description, Major Destination Served	Service Span	Headways (Weekday) in Minutes		Nearest Transfer Point to South Tacoma Station
		Northbound / Eastbound	Southbound / Westbound	
		6 a.m. to 9 a.m. 3 p.m. to 6 p.m. All Day	6 a.m. to 9 a.m. 3 p.m. to 6 p.m. All Day	
Route 3 - Lakewood – Tacoma: <i>Lakewood Transit Center</i> <i>SR 512 park-and-ride</i> <i>Tacoma Mall Transit Center</i> <i>10th & Commerce Transit Center</i>	16.5 hours	30 30 30 – 60	30 30 30 – 60	South Tacoma Way and S 58th Street (450 feet)
Route 41 – S 56th Street – Salishan: <i>Tacoma Mall Transit Center</i> <i>Tacoma Dome Station</i> <i>10th & Commerce Transit Center</i>	16.5 hours	30 30 30 – 60	30 30 30 – 60	S 56th Street and S Fife Street (0.8 mile)
Route 52 - Fircrest – Tacoma Community College ¹ <i>Tacoma Mall Transit Center</i> <i>Tacoma Community College Transit Center</i>	16 hours	30 30 30 – 60	30 30 30 – 60	S Warner Street and S 47th Street (0.9 mile)
Route 53 – University Place ² <i>Tacoma Mall Transit Center</i> <i>Tacoma Community College Transit Center</i>	17 hours	30 30 30 – 60	30 30 (until 5:50 p.m.) 30 – 60	S 66th Street and S Adams Street (0.4 mile)
Route 202 - 72nd Street: <i>Lakewood Transit Center</i> <i>72nd Street Transit Center</i>	15.5 hours	30 – 60 30 30 – 60	30 – 60 30 – 75 30 – 60	S 74th Street and South Tacoma Way/S Puget Sound Avenue (1 mile)

Sources: Pierce Transit 2023 and Sound Transit 2023.

Notes:

¹ Route 52 travels northbound/westbound in one direction and southbound/eastbound in the other direction. Headways reported are for the trips departing the Tacoma Mall Transit Center in the northbound/eastbound column and trips departing Tacoma Community College in the southbound/westbound column.

² Route 53 travels north, west, south, and east for each trip. Headways reported are for the trips departing the Tacoma Mall Transit Center in the northbound/eastbound column and trips departing Tacoma Community College in the southbound/westbound column.

The Tacoma Mall Transit Center is located just beyond 1 mile to the northeast of South Tacoma Station and is served by Pierce Transit routes 3, 41, 52, 53, 54, 55, and 57.

Sound Transit provides regional express bus service in the vicinity of the South Tacoma Station, but regional express bus service does not directly serve it. Five routes, most of which provide a.m. and p.m. peak service only, connect regional destinations including Tacoma, Sea-Tac Airport, downtown Seattle, and the University of Washington campus in Seattle. Figure 4-3 displays Pierce Transit local bus routes and facilities within the 1-mile pedestrian travel shed, while Figure 4-4 presents Sound Transit regional transit routes within the 5-mile transit rider/driver access travel shed.

Pierce Transit's Route 3 operates on South Tacoma Way and has southbound bus stops at S 56th Street and S 60th Street. Northbound bus stops are located at S 62nd Street and S 56th Street.

The nearest transfer opportunity from Sounder service to an east-west bus transit route is approximately 0.4 mile from South Tacoma Station. Pierce Transit Route 53 currently operates along S 66th Street to the south of the South Tacoma Station, with the nearest stops at the intersection of S Adams Street. Other east-west bus transit routes serve stops nearly 1 mile to the north, east, or south of the South Tacoma Station. Sounder riders with destinations to the east or west of the station must walk or roll longer distances to reach a bus stop or must transfer between multiple bus routes, resulting in out-of-direction travel to reach their destination.

Bus routes do not currently serve stops directly at the station. S Washington Street, which is adjacent to the South Tacoma Station, is narrow (approximately 20 feet wide) and cannot accommodate bus transit operations.

Many bus stops located near the station have minimal passenger amenities (shelters, benches, trash cans) and include only flags at the stops. Stops along South Tacoma Way at S 48th Street, S 50th Street, S 54th Street, S 68th Street, and S 72nd Street, which are served by Pierce Transit Route 3, were identified as having potential access issues in the March 2020 South Tacoma Station Profile (Sound Transit 2020). The following factors were considered when identifying transit stops with potential access issues:

- Lack of a complete, ADA-accessible route to the transit stop or station.
- Lack of a paved, unobstructed landing pad at the stop or station.
- Presence of a shelter with obstructions at the transit stop or station.

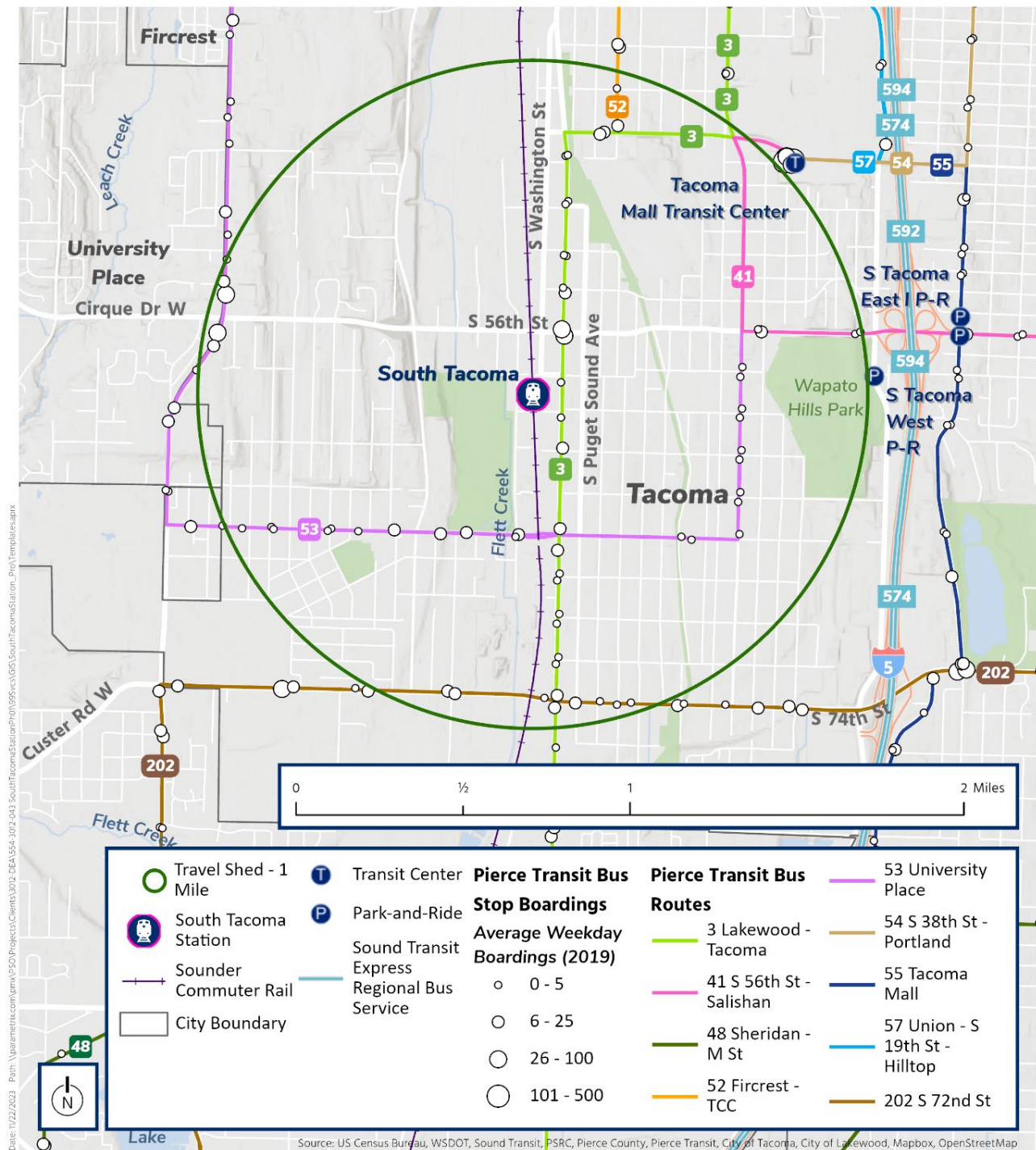


Figure 4-3 Local transit routes

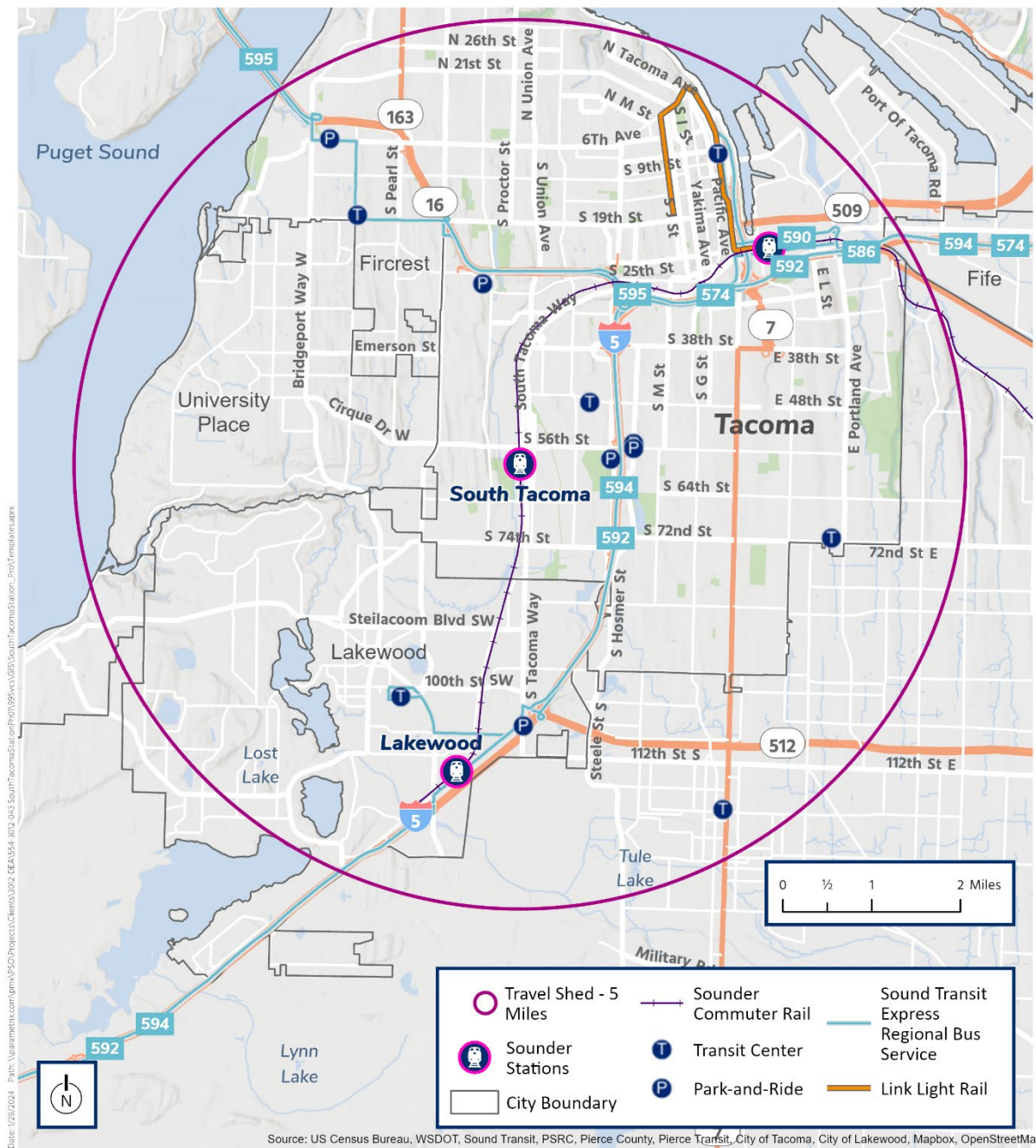


Figure 4-4 Sound Transit regional transit routes

4.4 Roadways/vehicle access

The South Tacoma Station is located adjacent to the South Tacoma Way arterial and west of a residential arterial grid system. The primary arterials providing access to the station are South Tacoma Way (principal arterial), S 56th Street (principal arterial), S 66th Street (minor arterial), and S 74th Street (principal arterial). Vehicular access to the South Tacoma Station is provided adjacent to the platform along S Washington Street between S 58th Street and S 60th Street. As a one-way southbound street between S 58th Street and S 60th Street, S Washington Street acts as a continuation of S 58th Street, running adjacent to the eastern station frontage. Vehicular access to the station's surface parking lot is provided through ingress/egress points along S Adams Street and S 60th Street to the west and south of the station, respectively. The primary access to the station for pedestrians and passenger pickup and drop-off is S Washington Street. Figure 4-5 shows the access points to the station.

South Tacoma Way, a north-south principal arterial one block to the east of the station, connects S 58th Street and S 60th Street to Tacoma's broader roadway network, reaching downtown Tacoma in the north and Lakewood in the south. S 56th Street, an east-west principal arterial, connects S Washington Street and S Adams Street to University Place in the west and I-5 and southeast Tacoma neighborhoods to the east.

Located just more than 1 mile east of the South Tacoma Station, the I-5/S 56th Street and I-5/S 72nd Street interchanges provide access to the state freeway network, connecting the station area to the regional transportation system. I-5 is the primary north-south limited access corridor for local, regional, interstate, and international travel, and has interchanges with SR 16 approximately 1.6 miles north of the S 56th Street interchange, and with SR 512 approximately 3.2 miles to the south. SR 16 and SR 512 provide further regional connections to the Kitsap Peninsula and Puyallup, respectively. Figure 4-6 displays the roadway network within the 1-mile, 3-mile, and 5-mile travel sheds, and Figure 4-7 shows the roadway network and roadway classification near the station.

Several partially or fully funded roadway projects included in city and county transportation improvement programs are located within the 5-mile vehicle travel shed. Table 4-3 lists these projects.



Figure 4-5 Station access

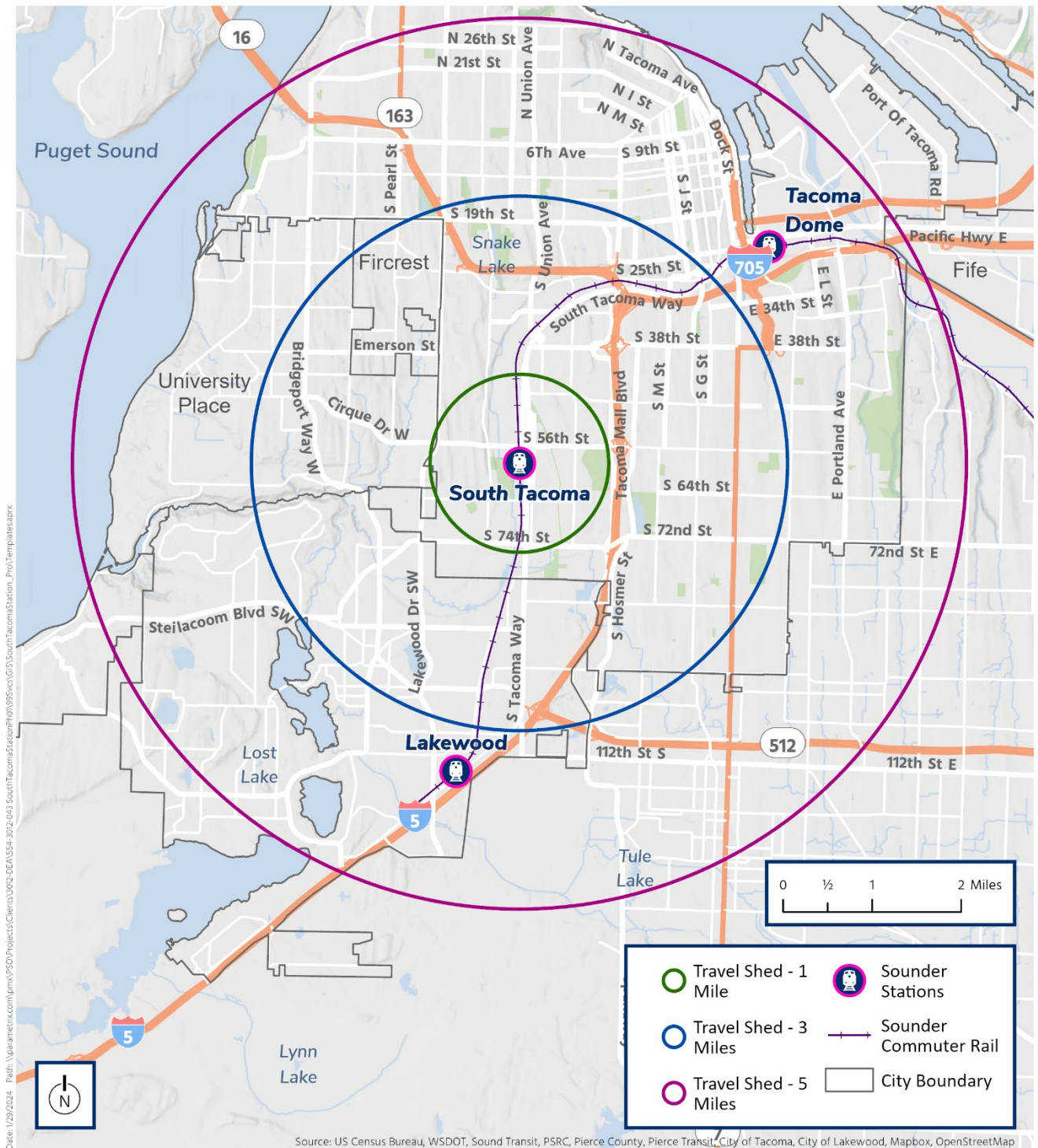


Figure 4-6 Regional roadway network

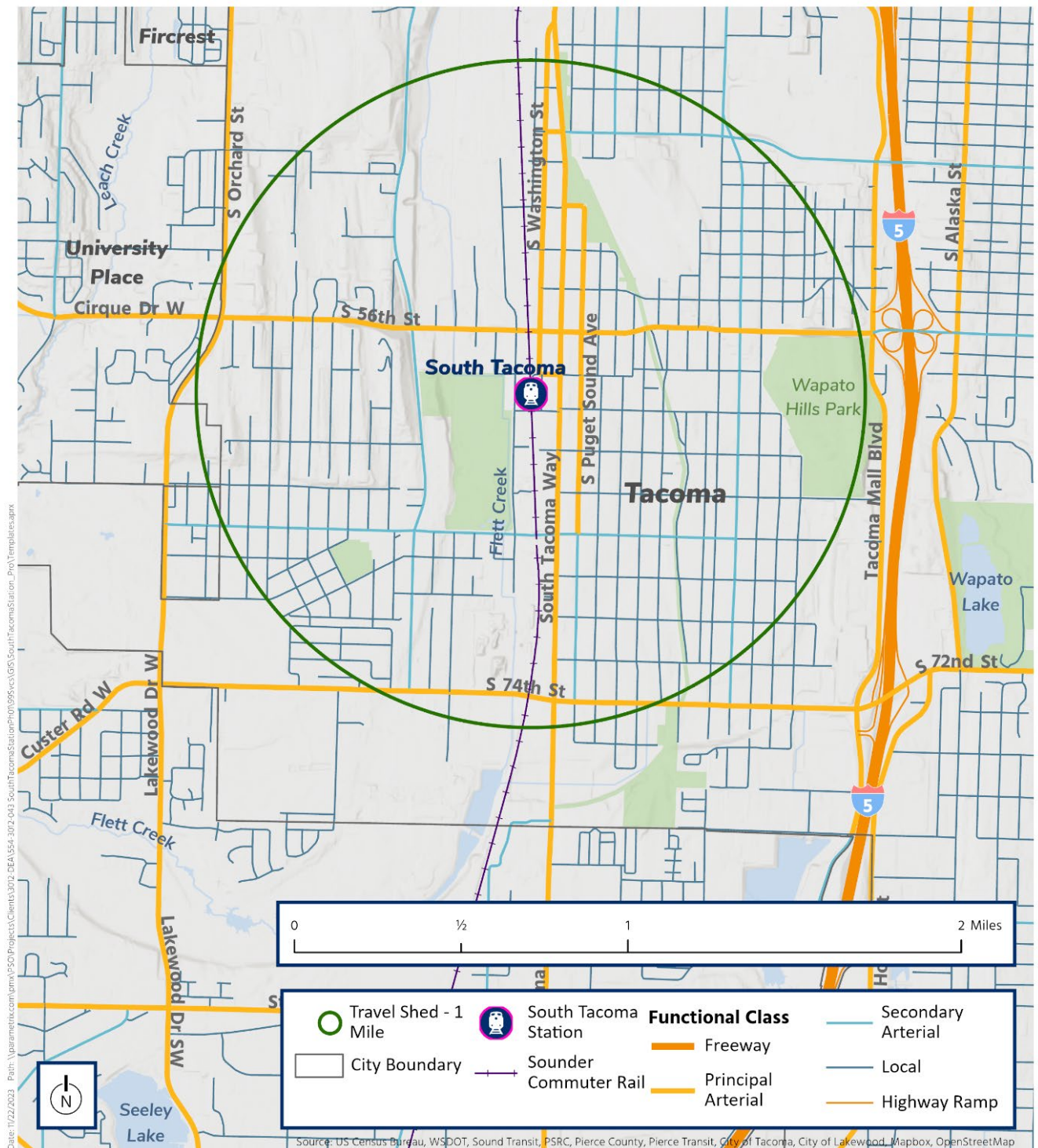


Figure 4-7 Local roadway network and street classification

Table 4-3 Partially or fully funded roadway improvement projects within the 5-mile travel shed

Type	Project Name	Source/Agency	Funding
Bike/Ped, Street Repair	Steilacoom Boulevard SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2024-2029	Full
Bike/Ped, Street Repair	South Tacoma Way	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2024-2029	Partial
Bike/Ped, Street Repair	Washington Boulevard SW/North Gate Road SW/Edgewood Avenue SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2024-2029	Full
Bike/Ped, Street Repair	Steilacoom Boulevard SW/88th Street SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2024-2029	Full
Bike/Ped, Street Repair	121st Street S (C Street S to Pacific Avenue S)	Pierce County 2021-2026 Transportation Improvement Program	Full
Bike/Ped	J Street Bike Boulevard	City of Tacoma Comprehensive Transportation Improvement Program Amended 2023 and 2024-2029	Full
Bike/Ped	South Sheridan Ave: 56th to 84th Complete streets	City of Tacoma Comprehensive Transportation Improvement Program Amended 2023 and 2024-2029	Partial
Street Repair	108th Street Roadway Patching and Overlay	City of Lakewood	Full

Sources: City of Lakewood 2023; City of Tacoma 2023.

Traffic operations are often measured by an approach called intersection level of service (LOS). LOS is a scale ranging from A to F in which rankings are based on the delay at a given intersection. LOS A represents the best conditions with minimal amount of delay, and LOS F represents the worst conditions with severe congestion and delay. The City of Tacoma's comprehensive plan (One Tacoma: Comprehensive Plan) (City of Tacoma 2015) establishes the city's LOS policy, which is based on automobile delay alone but seeks to provide priority treatment to transit and high-occupancy vehicles on arterial corridors by allowing for a lower LOS for vehicular traffic within identified corridors. The City of Tacoma's traffic operations standards state that intersections along an arterial should operate at LOS E or better and have a volume-to-capacity (v/c) ratio of 0.99 or below. Intersections separate from an arterial corridor should operate at LOS D and have a v/c ratio of 0.89 or below.

Historical p.m. peak hour traffic counts were collected as available from the City of Tacoma to support intersection operations analysis for locations that may be affected by the Build Alternative. Additional traffic counts were conducted in February 2023 at two intersections during the a.m. peak period and at five intersections during the p.m. peak period to supplement the historical traffic data. Traffic operations analysis was conducted at 16 study intersections for the p.m. peak hour and at 2 study intersections for the a.m. peak hour where signals exist today. Traffic operations analysis utilized the Synchro tool (version 11) to determine the intersection LOS. LOS is based on the Highway Capacity Manual (HCM) 2000 report and delay (in seconds per vehicle). The Synchro model was developed consistent with the Washington State Department of Transportation (WSDOT) Synchro modeling protocol (2018). The WSDOT protocol recommends using the HCM 6th edition reporting method. However, because the analysis conducted for this study includes pedestrian signals that are not supported by the HCM 6th edition methodology, the analysis defaulted to HCM 2000 reports.

The study intersections currently operate with v/c ratios under the City of Tacoma's threshold of 0.99 (for arterial intersections) and within the city's threshold of LOS E or better. Table 4-4 summarizes the existing conditions operations analysis for the study intersections.

Table 4-4 Existing conditions intersection operations analysis

Intersection	Intersection Control Type	Approach	A.M. Peak Hour LOS, Delay, ¹ V/C Ratio ²	P.M. Peak Hour LOS, Delay, V/C Ratio
South Tacoma Way/S 56th Street	Signal	Overall	Not applicable (N/A)	D, 44, 0.52
South Tacoma Way/S 58th Street	Signal	Overall	N/A	A, 5, 0.38
South Tacoma Way/S 60th Street	TWSC ³	Northbound Southbound Eastbound Westbound	Free-flow, no delay Free-flow, no delay B, 14, 0.07 C, 15, 0.06	Free-flow, no delay Free-flow, no delay C, 20, 0.20 C, 24, 0.07
S Adams Street/S 60th Street	TWSC	Northbound Southbound Eastbound Westbound	Free-flow, no delay Free-flow, no delay A, 9, 0.00 B, 10, 0.03	Free-flow, no delay Free-flow, no delay A, 9, 0.01 B, 10, 0.07
S Adams Street/S 66th Street	TWSC	Northbound Southbound Eastbound Westbound	N/A	C, 15, 0.11 C, 15, 0.32 Free-flow, no delay Free-flow, no delay
S Pine Street/Center Street	Signal	Overall	N/A	D, 40, 0.84
S Pine Street/South Tacoma Way	Signal	Overall	N/A	C, 24, 0.50
S Pine Street/S 35th Street	Signal	Overall	N/A	B, 16, 0.40
S Pine Street/S 36th Street	Signal	Overall	N/A	A, 6, 0.38
S Pine Street/S 38th Street	Signal	Overall	N/A	E, 68, 0.77
S Pine Street/S 45th Street	Signal	Overall	N/A	B, 16, 0.47
S Oakes Street/S 47th Street	Signal	Overall	N/A	D, 45, 0.63
S Oakes Street/S 56th Street	Signal	Overall	N/A	C, 24, 0.55
South Tacoma Way/S 66th Street	Signal	Overall	N/A	B, 12, 0.56
S Tyler Street/S 56th Street	Signal	Overall	N/A	D, 49, 0.77

Intersection	Intersection Control Type	Approach	A.M. Peak Hour LOS, Delay, ¹ V/C Ratio ²	P.M. Peak Hour LOS, Delay, V/C Ratio
S Tyler Street/S 74th Street	Signal	Overall	N/A	C, 34, 0.50
Do the study intersections operate within the City of Tacoma's thresholds (LOS E and v/c ratio of 0.99 or better)?			Yes	Yes

Notes:

¹ Delay is reported in seconds per vehicle.

² V/C Ratio = volume-to-capacity ratio.

³ TWSC = two way stop control.

4.5 Parking

Parking at South Tacoma Station is provided by Sound Transit in a 220-stall surface lot located directly adjacent to the western edge of the Sounder railroad ROW, positioned along S Adams Street. From the parking lot, passengers traverse the railroad tracks at grade via a sidewalk along the north side of S 60th Street, reaching the southern edge of the station platform just east of the tracks. Four ADA-accessible parking stalls are located along S Washington Street near its intersection with S 58th Street. Bicycle parking is provided at South Tacoma Station at 16 bicycle spaces and four bicycle lockers (which hold up to two bicycles per locker). Five additional public bicycle parking locations are available within two blocks of the station. The March 2020 South Tacoma Station Profile (Sound Transit 2020) reports that bicycle parking utilization at the station was 25% for the period 2018 to 2019.

The Sound Transit Parking Utilization Report (2019b) indicates that the surface parking lot at South Tacoma Station was between 85% and 97% occupied during a Tuesday-through-Thursday data collection period in January 2019. A license plate survey conducted for South Tacoma Station in 2016 reported that, of the parked vehicles observed to be registered in Washington, 94% were registered in a jurisdiction within the Sound Transit District, 81% were registered within a jurisdiction within 5 miles of the station, and 35% were registered within the City of Tacoma (Sound Transit 2016a). Parking management policies, such as permit parking, are not currently in use at South Tacoma Station.

Beginning in spring of 2020, travel patterns changed due to the COVID-19 pandemic, affecting the demand for parking in some areas. In May 2023, parking utilization at the South Tacoma Station during a Tuesday-through-Thursday data collection period ranged from 13% to 21%.

In addition to the 220-space surface parking lot at South Tacoma Station, the South Tacoma Park-and-Ride operated by Pierce Transit provides 155 parking stalls at the I-5/S 56th Street interchange, just outside of the 1-mile travel shed. Split into three separate surface lots located at the northeast, southeast, and southwest quadrants of the interchange, the South Tacoma Park-and-Ride is served by Pierce Transit Route 41 and Route 55. The equivalent of approximately 3,700 on-street parking spaces are located along City of Tacoma streets within a 0.5-mile radius of the station.

As discussed above, the vehicle parking at the South Tacoma Station is not fully utilized. In addition, there is currently no indication that Sounder riders are overflow parking along City of Tacoma streets in neighborhoods adjacent to the South Tacoma Station. Bicycle parking at the station is also underutilized. There are no identified parking access gaps.

5 YEAR 2030 CONDITIONS

5.1 No Build Alternative

Conditions within the study area between now and year 2030 are not anticipated to change substantially in terms of the roadway, bicycle, and pedestrian networks or the transit route service in the vicinity of the project improvements.

The City of Tacoma is planning to construct the following bicycle and pedestrian improvements in the next few years:

- Add protected bicycle lanes on S 66th Street between S Cheyenne Street and S Tyler Street.
- Add a shared use path on S 45th Street from S Lawrence Street to S Pine Street.

To estimate traffic for the future year 2030 No Build condition, existing traffic volumes were grown by a 1% annual growth rate. The City of Tacoma provided this traffic volume growth rate based on the city's comprehensive planning and Tacoma Mall area planning.

Traffic operations analysis was conducted at the 16 study intersections that are currently signalized to establish baseline conditions from which to quantitatively assess changes between the No Build Alternative and the Build Alternative. As described in the existing conditions analysis in Section 4, the Synchro model was used to determine intersection LOS, delay, and v/c ratios. Consistent with WSDOT Synchro protocol (WSDOT 2018), the peak hour factors for year 2030 conditions were set to 1.0. Similar to the existing conditions, in the year 2030, the study intersections are anticipated to operate within the City of Tacoma's thresholds of LOS E and a v/c ratio of 0.99 (see Table 5-1).

Table 5-1 Year 2030 No Build Alternative study intersections operations analysis

Intersection	Intersection Control Type	Approach	A.M. Peak Hour LOS, Delay ¹ , V/C Ratio ²	P.M. Peak Hour LOS, Delay, V/C Ratio
South Tacoma Way/S 56th Street	Signal	Overall	N/A	D, 44, 0.54
South Tacoma Way/S 58th Street	Signal	Overall	N/A	A, 5, 0.39
South Tacoma Way/S 60th Street	TWSC3	Northbound Southbound Eastbound Westbound	Free-flow, no delay Free-flow, no delay B, 13, 0.05 B, 14, 0.05	Free-flow, no delay Free-flow, no delay C, 21, 0.20 C, 25, 0.08
S Adams Street/S 60th Street	TWSC	Northbound Southbound Eastbound Westbound	Free-flow, no delay Free-flow, no delay A, 9, 0.00 B, 10, 0.02	Free-flow, no delay Free-flow, no delay A, 9, 0.01 B, 10, 0.06
S Adams Street/S 66th Street	TWSC	Northbound Southbound Eastbound Westbound	N/A	C, 16, 0.11 C, 16, 0.36 Free-flow, no delay Free-flow, no delay
S Pine Street/Center Street	Signal	Overall	N/A	D, 39, 0.81
S Pine Street/South Tacoma Way	Signal	Overall	N/A	C, 24, 0.50
S Pine Street/S 35th Street	Signal	Overall	N/A	B, 16, 0.39
S Pine Street/S 36th Street	Signal	Overall	N/A	A, 6, 0.38
S Pine Street/S 38th Street	Signal	Overall	N/A	E, 67, 0.76
S Pine Street/S 45th Street	Signal	Overall	N/A	B, 16, 0.46
S Oakes Street/S 47th Street	Signal	Overall	N/A	D, 44, 0.62
S Oakes Street/S 56th Street	Signal	Overall	N/A	C, 24, 0.54
South Tacoma Way/S 66th Street	Signal	Overall	N/A	B, 12, 0.57

Intersection	Intersection Control Type	Approach	A.M. Peak Hour LOS, Delay ¹ , V/C Ratio ²	P.M. Peak Hour LOS, Delay, V/C Ratio
S Tyler Street/S 56th Street	Signal	Overall	N/A	D, 44, 0.54
S Tyler Street/S 74th Street	Signal	Overall	N/A	C, 34, 0.49
Do the study intersections operate within the City of Tacoma's thresholds (LOS E and v/c ratio of 0.99 or better)?			Yes	Yes

Notes:

¹ Delay is reported in seconds per vehicle.

² V/C Ratio = volume-to-capacity ratio.

³ TWSC = two way stop control.

5.2 Build Alternative

The Build Alternative includes all Priority 1 and Priority 2 project improvements. The analysis in this section describes the anticipated changes to the transportation network, by mode, and the anticipated impacts of the project. Table 5-2 identifies the type of analysis that was performed for each transportation mode.

Table 5-2 Scope of Build Alternative transportation analysis

Element	Type of Analysis for Build Alternative
Active transportation network	Qualitative description of newly created connections and removed barriers, including connectivity to existing network, funded City of Tacoma projects, and transit.
Transit stops and routes	Qualitative description of the changes to stop locations and transit routes.
Vehicle access/traffic operations	Where the number of travel lanes is reduced or traffic volumes increase by 5% or more at the study intersections, or a full pedestrian signal is added, conduct intersection analysis to determine the change in LOS, v/c ratio, or delay. At locations where LPIs are recommended, report the resulting reduction in overall green-time (in seconds and percentage of the cycle length) available for vehicle movements.
Parking changes	Identify locations where parking capacity is reduced within the City of Tacoma ROW. Quantified increase in parking capacity for the project, which will add a surface lot near the station.

Figure 3-1 and Table 5-3 summarize the improvements that are part of the Build Alternative, including their classification as Priority 1 or Priority 2. Table 5-3 also identifies which modes or facilities would be affected by the Build Alternative improvements. The following sections further describe how the projects modify and impact the active transportation network, transit facilities and access, vehicle access/traffic operations, and parking capacity.

Table 5-3 Summary of Build Alternative project improvement effects

Project Improvement and Description	Mode or Facility Potentially Affected by Improvement			
	Active Transportation	Transit Services or Facilities	Vehicle Access/Traffic	Parking
S 58th Street and S 60th Street Connections (Priority 1)				
S 58th Street Connections				
Add sidewalk (south side) on S 58th Street from the station to South Tacoma Way, and upgrade curb ramps and mark crosswalks.	Yes	No	No	Yes
Add protected bicycle lanes on S 58th Street from the station to South Tacoma Way including bicycle and pedestrian priority at the signal on South Tacoma Way.	Yes	No	No	Yes
Improve bicycle and pedestrian crossings at S 58th Street/S Puget Sound Avenue intersection with striping or other priority treatments. Includes curb bulb-outs and a pedestrian-activated signal.	Yes	No	No	No
Improve the sidewalks and curb ramps between S Puget Sound Avenue and S Lawrence Street to meet ADA standards. Add sidewalk, curb ramps, and bicycle boulevard improvements on S 58th Street from S Lawrence Street to S Fife Street.	Yes	No	No	No
Add bicycle lanes on S Puget Sound Avenue between S 54th Street and S 56th Street; include bicycle detection at intersection of S 56th Street and S Puget Sound Avenue.	Yes	No	No	Yes
S 60th Street Connections				
Add a two-way bicycle path (north side) on S 60th Street from S Adams Street to South Tacoma Way, transitioning to a bicycle boulevard between South Tacoma Way and S Puget Sound Avenue.	Yes	No	No	Yes
Add a pedestrian signal at S 60th Street/South Tacoma Way and move northbound bus stop at S 62nd Street to S 60th Street (located far-side). Improve bicycle and pedestrian crossings at S 60th Street/S Puget Sound Avenue with striping or other priority treatments including a pedestrian-activated signal. Restrict the east leg to right in/right out at the intersections of S 60th Street with South Tacoma Way and S 60th Street with S Puget Sound Avenue.	Yes	Yes	Yes	No
Add sidewalk (on north side), curb ramps, gutter, and lighting on S 60th Street between S Adams Street and South Tacoma Way; include a striped pedestrian and bicycle crossing at the SERA Campus entrance at S Adams Street and S 60th Street.	Yes	No	No	No
S 56th Street Bicycle Pathway (Priority 1)				
Provide a 8-foot-wide shared sidewalk facility on S 56th Street between S Tyler Street and S Madison Street, and a shared use path on S Madison Street between S 56th Street and northern boundary of the SERA Campus to S Adams Street.	Yes	No	No	No

Project Improvement and Description	Mode or Facility Potentially Affected by Improvement			
	Active Transportation	Transit Services or Facilities	Vehicle Access/Traffic	Parking
Station Area Improvements (Priority 1)				
Provide station area curb ramp retrofits, retrofits to provide overhead shelter at the mini-high, public address system, security cameras at the station and parking lot, and station area accessibility for sight impaired and non-English-speaking persons; construct or improve select sidewalks within 0.5 mile of the station; improve wayfinding to the station.	Yes	Yes	No	No
Improve non-motorized crossings at both at-grade crossings of S 56th Street and S 60th Street with sidewalk crossing arms and 4-quadrant crossing arms, additional warning signage, and other accessibility improvements.	Yes	No	No	No
S Adams Street Connections (Priority 1)				
Complete the sidewalks on the east side of S Adams Street from S 66th Street to S 56th Street. Complete the sidewalks on the west side of S Adams Street from S 60th Street to S 56th Street. Between S 66th Street and the southern SERA Campus parking lot, remove parking on one side of S Adams Street, and add a two-way bicycle path in the street. North of the southern SERA Campus parking lot, transition to a shared use path utilizing both City of Tacoma and Metro Parks ROW.	Yes	No	No	Yes
Add pedestrian signal at S Adams Street/S 66th Street and upgrade ADA ramps.	Yes	No	Yes	No
Add shelter, pedestrian-scale lighting, and bench at S 66th Street/ S Adams Street bus stops.	No	Yes	No	No
S Pine Street Connection to Water Flume Line Trail (Priority 1)				
Construct protected bicycle lanes on S Pine Street from S Center Street to S 47th Street by reducing through or turn lanes.	Yes	No	Yes	No
S Fife Street Bicycle Boulevard (Priority 1)				
Add bicycle boulevard on S Fife Street from S 74th Street to S 48th Street, on S 48th Street to S Oakes Street, and S Oakes Street, from S 48th Street to S 47th Street. Includes a pedestrian signal and turn restrictions at S 56th Street/S Fife Street.	Yes	No	Yes	No
Bus and Bus Stop Improvements (Priority 1)				
Add shelter, bench, and pedestrian-scale lighting at South Tacoma Way intersections with S 56th, S 58th, and S 62nd streets.	No	Yes	No	No
Implement transit signal priority at intersections along South Tacoma Way (S 56th Street, S 58th Street, and S 66th Street).	No	Yes	Yes	No

Project Improvement and Description	Mode or Facility Potentially Affected by Improvement			
	Active Transportation	Transit Services or Facilities	Vehicle Access/Traffic	Parking
Other Bicycle Connections (Priority 1)				
Add bicycle lanes on S 35th Street between S Pine Street and S Sprague Avenue.	Yes	No	No	No
Other Potential Improvements (Priority 1)				
Install street lighting on priority roadways within 0.25 mile of the station.	No	No	No	No
Upgrade signals to include leading pedestrian interval (LPI) within 0.25 mile of the station at select locations; include accessible pedestrian signals and no right turn on red (static or actuated signage).	Yes	No	Yes	No
Upgrade signals to include bicycle detection at select intersections along existing bicycle routes within 0.25 mile of station.	Yes	No	No	No
S Tyler Street Protected Bicycle Lanes (Priority 2)				
Add protection to existing bicycle lanes from S 74th Street to S Wright Avenue by removing turn or through lanes.	Yes	No	Yes	Yes
S 60th Street East of S Puget Sound Avenue (Priority 2)				
Add sidewalks and bicycle boulevard treatments on S 60th Street between S Puget Sound Avenue and S Prospect Street.	Yes	No	No	No
S Washington Street Sidewalk Improvements (Priority 2)				
Provide sidewalk improvements on west side of S Washington Street between S 56th Street and S 58th Street.	Yes	No	No	No
S 45th Street Bicycle Sharrows (Priority 2)				
Add bicycle sharrows to S 45th Street from S Union Avenue to S Lawrence Street, and extend along S Union Avenue to connect to the Water Flume Line Trail/S 47th Street/South Tacoma Way.	Yes	No	No	No
SERA Campus Shared Parking Lot (Priority 2)				
Develop a shared parking facility within the SERA Campus adjacent to existing parking.	No	No	Yes	Yes
S 66th Street Bicycle Corridor (Priority 2)				
Add protected bicycle lanes and upgrade existing bicycle lanes to protected bicycle lanes on S 66th Street from S Orchard Street to S Puget Sound Avenue.	Yes	No	Yes	Yes

5.3 Changes to the active transportation network

The project improvements associated with the Build Alternative would complete portions of the city's planned bicycle and pedestrian network and improve access directly to the South Tacoma Station and to Pierce Transit Route 3, which serves the South Tacoma Station vicinity.

- S 58th Street and S 60th Street connections (Priority 1)

The improvements proposed within the S 58th Street and S 60th Street corridors would facilitate crossing South Tacoma Way (a principal arterial) and connect the station to neighborhoods to the east, the Water Flume Line Trail, Edison Elementary School, and Wapato Hills Park.

- S 56th Street bicycle pathway (Priority 1)

A bicycle and pedestrian travel way would be constructed between S Tyler Street and the station to provide the ability for bicyclists and pedestrians to travel to the west and avoid S 56th Street between the station and S Madison Street. This path would tie into improvements on S 60th Street connecting S Adams Street and the station.

- Station area improvements (Priority 1)

South Tacoma Station area improvements would enhance conditions for sight impaired, non-English-speaking, and disabled persons, as well support non-motorized access. These improvements include ADA-compliant curb ramps and tactile pavers at the station. ADA-compliant curb ramps would be retrofitted/upgraded at up to 35 sidewalk locations within 0.5 mile of the station that are not already defined within corridors in that area. Station area sidewalks would be constructed and improved within 0.5 mile of the station.

Key improvements for bicyclists and pedestrians include replacing and upgrading the at-grade crossing arms and signage at S 56th Street and S 60th Street.

- S Adams Street connections (Priority 1)

Sidewalk, bicycle facilities, and crossing improvements would be constructed on S Adams Street between S 56th Street and S 66th Street. These improvements would connect the station to several destinations and corridors, including bicycle lanes on S Tyler Street, transit on S 66th Street, the SERA Campus, and schools and residences to the west.

- S Pine Street bicycle lanes (Priority 1)

S Pine Street provides a north-south connection between the station area and the employment center near the Tacoma Mall area. This project improvement would construct bicycle lanes on S Pine Street from S Center Street to S 47th Street by removing through or turn lanes. These bicycle lanes would tie into the S Fife Street improvement described below, providing a complete north-south bicycle corridor from north of South Tacoma Way to S 74th Street.

The bicycle lanes would be located between the bus stops and the sidewalks. This would provide additional protection for bicyclists by reducing conflicts between the bicycle lane and bus movements.

- S Fife Street bicycle connections (Priority 1)

This improvement would include a bicycle boulevard on S Fife Street from S 48th Street to S 74th Street. At the north end, the corridor turns onto S 48th Street to S Oakes Street and on S Oakes Street between S 48th Street and S 47th Street, thus tying into the S Pine Street bicycle lanes.

The S Fife Street bicycle boulevard would include a pedestrian signal at S 56th Street and vehicle turn restrictions to safely support movement of bicyclists and pedestrians across the S 56th Street arterial. The corridor is also a candidate for traffic calming, such as installing speed humps.

This project improvement, in conjunction with the S Pine Street improvements, would create a north-south connection for South Tacoma Station users traveling to or from areas northeast and southeast of the station.

- Other bicycle connections (Priority 1)

This project improvement would construct bicycle lanes on S 37th Street/S Sprague Avenue from South Tacoma Way to S Steele Street and on S 35th Street between S Pine Street and S Sprague Avenue. These two improvements would provide a connection to the non-motorized crossing of I-5 at S 37th Street and tie into the improvements along S Pine Street and S Fife Street. The nearest I-5 crossings for bicycles and pedestrians are 0.5 mile to the north or south, and those crossings do not provide separation for bicyclists and pedestrians from vehicles.

- Other potential improvements (Priority 1)

To improve bicycle visibility and comfort, the project includes upgrading signals to include LPIs and bicycle detection within 0.25 mile of the station at select locations.

A signal with LPIs will turn on the walk signal for pedestrians for 3 to 7 seconds while holding vehicles at a red light, allowing pedestrians to enter the crosswalk and increasing their visibility before vehicles receive a green light.

Providing bicycle detection at signalized intersections has the following benefits:

- Bicyclists can remain in the bicycle or travel lane to trigger the signal rather than needing to mount the sidewalk and use the pedestrian call button.
- Bicyclists are more likely to comply with signal indications.

In addition, some bicycle detection systems can:

- Call exclusive bicycle phases only when actuated, minimizing unnecessary delay to other users.
- Detect an approaching bicyclist in advance of the intersection and extend phase timing the bicyclist arrives, in order to minimize bicyclist delay (similar to how vehicle detection or transit signal priority can work).
- Extend the minimum green and clearance intervals to allow a bicyclist to safely clear an intersection.
- Include a beacon to warn motorists that a bicycle is present.

- S Tyler Street bicycle lanes (Priority 2)

This project would add protection (including a horizontal buffer and vertical protection) to 2.75 miles of existing bicycle lanes, thus improving safety and comfort for bicyclists. S Tyler Street serves as a primary north-south route for bicycles adjacent to the station, to the north.

- S 60th Street east of S Puget Sound Avenue (Priority 2)

The area east of S Puget Sound Avenue and bounded by S 56th Street, S Wapato Street, and S 66th Street includes approximately 0.5 square mile of residences and includes Edison Elementary School, Wapato Hills Park, and the Water Flume Line Trail. This improvement would add sidewalks and bicycle boulevard treatments on S 60th Street between S Puget Sound Avenue and S Prospect Street, providing for a connection for this area to and from the South Tacoma Station.

- S Washington Street sidewalks (Priority 2)

The section of S Washington Street connecting the station to the north does not include sidewalks. This project improvement would construct sidewalks on the western side of the street between S 56th Street and S 58th Street, facilitating the movement of pedestrians between the station and the area north of the station.

- S 45th Street bicycle sharrows (Priority 2)

Sharrows would be added to S 45th Street between S Union Avenue and S Lawrence Street. The east end of the improvement would connect with the city's constructed shared use path on S 45th Street (which then ties into S Pine Street improvements). The west end would wrap around S Union Avenue to connect to the Water Flume Line Trail in the vicinity of the intersection of S 47th Street and South Tacoma Way. This project would tie existing and future improvements into the Water Flume Line Trail, thus allowing bicyclists another route to travel between the station and the area to the north.

- S 66th Street bicycle lanes (Priority 2)

The S 66th Street route is a key east-west bicycle corridor connecting residents to the west to major arterials to the east. This project improvement would add protected bicycle lanes from just west of S Orchard Street (at the city limits) to S Cheyenne Street. The City of Tacoma would construct the section from S Cheyenne Street to S Tyler Street as a part of the Safe Routes to School project, a funded project. From S Tyler Street to South Tacoma Way, protection (vertical and horizontal separation from the vehicle travel lanes) would be added to the existing bicycle lanes, improving comfort and safety for bicyclists.

5.4 Changes to transit services and facilities

The improvements associated with the Build Alternative would include localized changes in bus stop locations and amenities, as follows:

- S 58th Street and S 60th Street connections (Priority 1)

A pedestrian or full signal would be installed at the intersection of South Tacoma Way and S 60th Street, thus improving the crossing for both bicycles and pedestrians. With

these improvements, the existing northbound Pierce Transit Route 3 bus stop located at the intersection of South Tacoma Way and S 62nd Street would be moved to this location for a more direct transfer between the bus and the South Tacoma Station. The bus stop would include a bench and possibly a shelter, depending on ridership.

- Station area improvements (Priority 1)

Several improvements would occur at the South Tacoma Station to improve passenger safety, accessibility, and comfort. These improvements include an overhead shelter at the mini-high. Currently passengers that use the mini-high have the option to wait uncovered and exposed to the elements or wait at the other covered areas (nearest is 60 feet from the mini-high), requiring them to move quickly to the mini-high when the train arrives. Other improvements at the station include curb ramp retrofits, improved accessibility for sight impaired passengers, such as installing additional tactile pavers, and modifications of signage for non-English-speaking persons. These changes would improve the circulation throughout the station for persons with mobility devices. They would also improve access for non-English speakers.

- S Adams Street connections (Priority 1)

In conjunction with the sidewalk improvements to provide better access to and from the Route 53 bus stops (described in Section 5.3), this project improvement would add bus stop benches consistent with Pierce Transit standards. Benches are a basic amenity and are constructed at all bus stops.

- Bus and bus stop improvements (Priority 1)

This project improvement would add bus stop benches at locations other than the S Adams Street connections, consistent with Pierce Transit standards. Benches are a basic amenity and are constructed at all stops. For bus stops that have 10 riders or more per day, shelters are also provided. The westbound stop at the intersection of S 66th Street at S Adams Street does not currently have a shelter and is just under the 10 daily rider threshold; however, it may warrant a shelter in the future. Benches and shelters would improve rider comfort.

Transit signal priority may be installed along South Tacoma Way at S 56th Street, S 58th Street, and S 66th Street. The South Tacoma Way corridor was identified as a candidate for future transit signal priority; the corridor is being studied by Pierce Transit as a future bus rapid transit route. Installing transit signal priority would adjust signal timings to shift to a green phase in the northbound or southbound direction as a bus approaches. Installation of this transit signal priority would reduce delay for buses and could improve bus speed and reliability.

5.5 Changes to vehicle access/traffic operations

An operations analysis was performed to assess the impacts of a subset of improvements on vehicular traffic volumes, travel patterns, or operations. The improvements identified that would generate trips, affect travel patterns, or modify stop control are discussed below. Mitigation is not required for these potential impacts, because the study intersections would operate within the city-established LOS and v/c ratio thresholds. The project improvements also would not interfere with, affect, or be affected by the movement of agricultural and forest products on roads and streets in the area.

To support the movement of bicyclists and pedestrians across arterials, the project would include adding pedestrian- and bicycle-activated signals, rectangular rapid flashing beacons (RRFBs), or pedestrian hybrid beacons (PHBs). The City of Tacoma Right-of-Way Design Manual Chapter 7 (City of Tacoma 2018) was referenced in determining the traffic control treatment at these crossings. Three types of traffic controls were considered:

- RRFB
- PHB
- Full pedestrian-activated signal or vehicle signal

Of the traffic control treatments considered, an RRFB is the lowest level of treatment and is activated to alert vehicles that the crosswalk is in use. A PHB provides a greater level of traffic control by requiring all vehicles to stop, and then proceed if the crosswalk is clear, when a pedestrian or bicycle is in the vicinity of the crosswalk. A full pedestrian-activated signal or vehicle signal provides the greatest level of traffic control of the three types because vehicles are required to stop for the duration of time a pedestrian or bicycle is in the crosswalk (until the pedestrian or bicycle clears the roadway completely). The following paragraphs describe the operations of the three types of traffic control devices.

When a pedestrian or bicyclist is present, an RRFB flashes yellow lights and is a warning for vehicles to alert them of the presence of pedestrians or bicyclists who are about to enter or are in the crosswalk. The signal is activated by bicyclists or pedestrians with a push button. When pedestrians or bicyclists are present in the crosswalk, motorists must stop and yield. When the lights are not activated by pedestrians or bicyclists, they appear black to vehicles.

A PHB operates with a yellow/red/flashing red sequence. The signal is activated by bicyclists or pedestrians with a push button. A yellow light is then activated to alert vehicles that there is a bicycle or pedestrian about to enter the roadway. The next signal phase is a solid red light, which requires all vehicles to stop. After a period of solid red, the light switches to a flashing red. At that point, vehicles must stop and check for pedestrians or bicycles in the travel way, and then can continue. When not activated, the signal is not lit and appears black to vehicles. A PHB can be coordinated with adjacent signals, including, for the project, the signal at S 58th Street or S 56th Street.

The City of Tacoma Right-of-Way Design Manual Chapter 7 includes guidance on whether an intersection is a candidate for a marked crosswalk or additional treatment based on average daily traffic, roadway speed limit, and number of vehicle travel lanes. Table 5-4 summarizes this City of Tacoma guidance on crosswalk treatment.

Table 5-4 City of Tacoma guidance on crosswalk treatment

City of Tacoma Right-of-Way Design Manual, Table 7-1												
Roadway Traffic	Average Daily Traffic (2-way total)											
	<9,000			9,000 to 12,000			12,000 to 15,000			>15,000		
Speed limit (in miles per hour [MPH])	<30	35	40	<30	35	40	<30	35	40	<30	35	40
Number of lanes:												
Two	C	C	P	C	C	P	C	C	N	C	P	N
Three	C	C	P	C	P	P	P	P	N	P	N	N

City of Tacoma Right-of-Way Design Manual, Table 7-1												
Roadway Traffic	Average Daily Traffic (2-way total)											
	<9,000			9,000 to 12,000			12,000 to 15,000			>15,000		
Four or more (with raised median)	C	C	P	C	P	N	P	P	N	N	N	N
Four or more (without raised median)	C	P	N	P	P	N	N	N	N	N	N	N

Key

C = Candidate sites for marked crosswalks (assuming ADA and public rights-of-way guidelines (PROWAG) requirements are met).

P = Possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements.

N = Needs more treatment beyond just marking the crosswalk because pedestrian crash risk may be increased by providing marked crosswalks alone.

5.5.1 S 58th Street and S 60th Street connections (Priority 1)

The S 58th Street and S 60th Street corridor improvements would cross arterial intersections at South Tacoma Way, S Puget Sound Avenue, and S Oakes Street. In accordance with City of Tacoma guidance, additional treatment beyond a crosswalk has been considered.

To determine the appropriate treatment at each intersection, the average daily traffic for the cross street, speed limit, and total number of lanes were compared to the City of Tacoma's Right-of-Way Design Manual, Table 7-1 (see Table 5-4), and results are shown in Table 5-5.

Table 5-5 S 58th Street and S 60th Street connections crosswalk treatment

Location	Average Daily Traffic	Speed Limit (in MPH)	Total Lanes	Treatment (City of Tacoma Right-of-Way Design Manual, Table 7-1)
S Puget Sound Avenue/S 58th Street	4,430	25	2	C – Candidate for marked crosswalk
S Oakes Street/S 58th Street	9,145	30	2	C – Candidate for marked crosswalk
South Tacoma Way/S 60th Street	18,290	35	4	N – Needs more treatment beyond just a marked crosswalk
S Puget Sound Avenue/S 60th Street	4,430	25	2	C – Candidate for marked crosswalk

The City of Tacoma guidance indicates that the intersections of S Puget Sound Avenue/S 58th Street, S Oakes Street/S 58th Street, and S Puget Sound Avenue/S 60th Street are candidates for marked crosswalks. However, a higher level of treatment could be provided to improve the pedestrian and bicycle environment by installing an RRFB or a PHB at these locations.

However, the intersection of S 60th Street at South Tacoma Way far exceeds the thresholds shown in the city's guidance. With the complexities of the east-west roadway offset at this intersection, it is recommended that a full vehicle signal be considered. The analysis assumes all legs of the intersection are controlled by the signal, and due to their offsets, the eastbound

and westbound movements operate on separate phases. Pedestrians and bicyclists would activate a separate pedestrian/bicycle-only phase.

Due to the proximity of the signal to the railroad crossing and to confirm that operations would not negatively impact the railroad crossing, traffic analyses were conducted for a vehicle signal (most conservative scenario regarding delays imposed on vehicles) for the South Tacoma Way/S 60th Street intersection (see Table 5-6). The a.m. peak hour and p.m. peak hour were analyzed to determine whether a queue could spill back to the nearby rail crossing. The analysis indicates that the intersection would operate within the City of Tacoma's LOS and v/c ratio thresholds. The eastbound queue from a vehicle signal is not anticipated to extend back to the rail crossing. The northbound and southbound queues resulting from a vehicle signal are also not anticipated to extend back to S 58th Street or S 62nd Street.

As a result of further design, the following changes could occur that would result in less delay to vehicles:

- Instead of a full vehicle signal, install a pedestrian- and bicycle-activated signal. When no bicycle or pedestrian is present, the intersection would operate similar to existing conditions, with northbound and southbound operating with free-flow conditions, and eastbound and westbound having stop sign control.
- Operate the westbound-to-northbound movement as stop sign control only. With right-in/right-out restrictions, this operation would eliminate the westbound signal timing phase and reduce delay for other movements.

Table 5-6 Year 2030 No Build and Build intersection operations, South Tacoma Way/S 60th Street

Scenario	Intersection Control Type	Approach	LOS, Delay, V/C Ratio	Eastbound Queue (350 feet storage between South Tacoma Way and tracks)
A.M. Peak Hour				
No Build Alternative	TWSC	Northbound Southbound Eastbound Westbound	Free-flow, no delay Free-flow, no delay B, 13, 0.05 B, 14, 0.05	Free-flow, no queue Free-flow, no queue 25 feet 25 feet
Build Alternative	Vehicle signal	Overall Northbound Southbound Eastbound Westbound	A, 9, 0.26 A, 9, 0.34 A, 8, 0.21 C, 28, 0.01 C, 28, 0.01	95th percentile queue < 25 feet Queue contained in available storage and not forecasted to spill over onto tracks.
P.M. Peak Hour				
No Build Alternative	TWSC	Northbound Southbound Eastbound Westbound	Free-flow, no delay Free-flow, no delay C, 21, 0.20 C, 25, 0.08	Free-flow, no queue Free-flow, no queue 25 feet 25 feet

Scenario	Intersection Control Type	Approach	LOS, Delay, V/C Ratio	Eastbound Queue (350 feet storage between South Tacoma Way and tracks)
Build Alternative	Vehicle signal	Overall Northbound Southbound Eastbound Westbound	B, 10, 0.33 A, 9, 0.37 A, 9, 0.42 C, 29, 0.03 C, 31, 0.01	95th percentile queue < 25 feet Queue contained in available storage and not forecasted to spill over onto tracks.
Do the study intersections operate within the City of Tacoma's thresholds (LOS E and v/c ratio of 0.99 or better)?			Yes	

Restricting the east legs of the intersections of South Tacoma Way and S Puget Sound Avenue with S 60th Street to right in/right out would result in other localized changes in travel patterns:

- Traffic heading westbound on S 60th Street would not be able to turn left onto S Puget Sound Avenue and South Tacoma Way, and likely would use the South Tacoma Way/ S 58th Street signal to head southbound on South Tacoma Way.
- Likewise, traffic heading southbound on South Tacoma Way or S Puget Sound Avenue would not be able to turn left onto S 60th Street and likely would turn left from southbound South Tacoma Way or S Puget Sound Avenue onto eastbound S 58th Street.
- The two right-in/right-out restrictions would affect left turn and through movements that carry less than 20 vehicles per hour each. Thus, the travel diversion would be insignificant and well within the daily variation.

5.5.2 S Adams Street connections (Priority 1)

Similar to the analysis described above, analysis was conducted for the intersection of S Adams Street at S 66th Street to determine the appropriate level of intersection control to implement at the pedestrian crossing (see Table 5-7).

Table 5-7 S Adams Street connections crosswalk treatment

Location	Average Daily Traffic	Speed Limit (in MPH)	Total Lanes	Treatment (City of Tacoma Right-of-Way Design Manual, Table 7-1)
S Adams Street/S 66th Street	9,375	30	2	C – Candidate for marked crosswalk

Based on the city guidance, the crossing is a candidate for a marked crosswalk. While the traffic volumes at this crossing are lower than the thresholds for additional treatments, it is appropriate to consider an RRFB or a PHB to address geometric and operating conditions. These conditions include the presence of bicycle lanes and transit, and to the east, the eastbound and westbound travel lanes diverge or separate to clear bridge supports.

5.5.3 S Pine Street bicycle lanes (Priority 1)

The Build Alternative improvements would include providing protected bicycle lanes along S Pine Street from Center Street to S 47th Street. To accommodate the width to build these lanes, one northbound and one southbound through lane would be removed along this segment.

Based on the analysis conducted at the seven signalized intersections in this segment, it is expected that all study intersections would operate within the City of Tacoma's traffic operations standards. Table 5-8 shows the forecasted traffic operations at the seven signalized intersections for the Build Alternative and the No Build alternative conditions in 2030.

The analysis assumed optimized signal timing splits at the intersection of S Pine Street and Center Street under the Build Alternative, which increased the green time for the northbound left-turn, southbound left-turn, and westbound left-turn movements and decreased the green time for the northbound through, southbound through, and westbound through movements, but maintained the same 140-second cycle length as the No Build Alternative.

Table 5-8 Year 2030 No Build and Build intersection operations with S Pine Street protected bicycle lanes

Intersection	Intersection Control Type	Capacity Change with Build Alternative	P.M. Peak Hour LOS, Delay ¹ , V/C ² Ratio	
			No Build Alternative	Build Alternative
S Pine Street/Center Street	Signal	Remove northbound and southbound through lane; add southbound right-turn pocket	D, 39, 0.81	E, 60, 0.99
S Pine Street/South Tacoma Way	Signal	Remove northbound and southbound through lane	C, 24, 0.50	C, 28, 0.73
S Pine Street/S 35th Street	Signal	Remove northbound and southbound through lane	B, 16, 0.39	B, 20, 0.63
S Pine Street/S 36th Street	Signal	Remove northbound and southbound through lane	A, 6, 0.38	A, 8, 0.66
S Pine Street/S 38th Street	Signal	Remove northbound and southbound through lane; add northbound right-turn pocket	E, 67, 0.76	E, 71, 0.90
S Pine Street/S 45th Street	Signal	Remove northbound and southbound through lane; add northbound right-turn pocket	B, 16, 0.46	B, 17, 0.61
S Oakes Street/S 47th Street	Signal	Remove northbound through lane	D, 44, 0.62	D, 44, 0.62
Do the study intersections operate within the City of Tacoma's thresholds (LOS E and v/c ratio of 0.99 or better)?			Yes	Yes

Notes:

¹ Delay is reported in seconds per vehicle.

² V/C Ratio = volume-to-capacity ratio.

Based on the city guidance, the crossing is a candidate for additional treatment beyond a marked crosswalk (see Table 5-9). For this location, an RRFB or a PHB is recommended due to the width of the roadway and complexities with the multiple modes using this corridor (transit, bicycle lanes, and vehicles).

Table 5-9 S Pine Street crosswalk treatment

Location	Average Daily Traffic	Speed Limit (in MPH)	Total Lanes	Treatment (City of Tacoma Right-of-Way Design Manual, Table 7-1)
S Pine Street/S 42nd Street	17,655	30	4	N – Needs more treatment beyond just a marked crosswalk

5.5.4 S Fife Street bicycle boulevard (Priority 1)

The project would include a bicycle boulevard on S Fife Street, which crosses S 56th Street (a principal arterial). To improve the condition of this movement for both bicyclists and pedestrians, a PHB would be installed, and left turns between S 56th Street and S Fife Street would be removed (less than 50 vehicles per hour). These turns can be accommodated at the signal at S 56th Street and S Oakes Street (adds less than 2% to the total entering traffic, which is well within the daily variation).

Analysis for the intersection of S 56th Street at S Fife Street was conducted to determine the appropriate level of intersection control to implement for pedestrian and bicycle crossing. Based on the city guidance, the crossing is a candidate for additional treatment beyond a marked crosswalk (see Table 5-10). For this location, a PHB is recommended due to the high volume of traffic on S 56th Street and the roadway width. The city's guidance (see Table 5-4 above) calls for the top category of treatment for an average daily traffic volume of greater than 15,000. S 56th Street carries nearly twice that volume of traffic.

Table 5-10 S Fife Street bicycle boulevard crosswalk treatment

Location	Average Daily Traffic	Speed Limit (in MPH)	Total Lanes	Treatment (City of Tacoma Right-of-Way Design Manual, Table 7-1)
S Fife Street/S 56th Street	27,075	30	4	N – Needs more treatment beyond just a marked crosswalk

5.5.5 Bus and bus stop improvements (Priority 1)

Pierce Transit is studying the South Tacoma Way corridor as a future bus rapid transit route. To improve speed and reliability for transit, this corridor was identified as a possible location for transit signal priority. Transit signal priority adjusts the phasing within a signal cycle to benefit transit. This adjustment allocates green time to the bus movement as a bus arrives and results in less green time for other movements.

The net result, if the transit signal priority is timed properly, is less delay for the average person traveling through the intersection because buses typically carry more persons than a regular passenger car. A variety of signal timing scenarios could be implemented as part of transit signal priority, and typically signal timing is balanced such that the city's operational thresholds for the overall intersection are still met while providing speed and reliability improvements to transit.

5.5.6 Other potential improvements (Priority 1)

The Build Alternative improvements include upgrades to signals, such as LPIs within 0.25 mile of the station at select locations. These signal upgrades could also include accessible pedestrian signal upgrades and no right turn on red to minimize pedestrian and vehicle conflicts.

A signal with LPIs illuminates the walk signal for pedestrians for 3 to 7 seconds while holding vehicles at a red light, allowing pedestrians to enter the crosswalk and increasing their visibility before vehicles receive a green light. At a signal without LPIs, on the other hand, the signal light turns green at the same time as the walk sign is illuminated. The effect of LPIs is that there is "lost green time" for vehicles compared to a signal without LPIs.

For intersections that operate well within the City of Tacoma's thresholds, implementing LPIs likely would not result in significant changes in vehicle delays. At intersections where the operations are nearing the city's thresholds (LOS E and v/c ratio approaching 0.99), other treatments or further adjustments to signal timings may be required to balance the vehicle delays and pedestrian safety. These intersections include:

- S Pine Street/S Center Street would operate with a LOS E and v/c ratio of 0.99 with the S Pine Street protected bicycle lanes that are part of the Build Alternative. The signal cycle length would be 140 seconds. LPIs on all four crosswalks would reduce the green time for vehicles by 5% to 12% when pedestrians are present.
- S Pine Street/S 38th Street would operate with a LOS E and v/c of 0.90 with the S Pine Street protected bicycle lanes that are part of the Build Alternative. The signal cycle length would be 210 seconds. LPIs on all four crosswalks would reduce the green time for vehicles during any cycle by 3% to 7% when pedestrians are present.

5.5.7 S Tyler Street bicycle lanes (Priority 2)

The Build Alternative improvements would include upgrading the existing bicycle lanes along S Tyler Street to protected bicycle facilities from S 74th Street to S Wright Avenue. To implement the protected bicycle facilities, the center turn lane and southbound through lanes would be removed at certain locations in this segment. The existing center pedestrian islands would be maintained.

Based on the analysis conducted at the two signalized intersections in this segment, it is expected that the study intersections would operate similar to the No Build Alternative, and all study intersections would operate within the City of Tacoma's traffic operations standards (see Table 5-11).

Table 5-11 Year 2030 No Build and Build intersection operations with S Tyler Street protected bicycle lanes

Intersection	Intersection Control Type	Project Change	P.M. Peak Hour LOS, Delay ¹ , V/C Ratio ²	
			No Build Alternative	Build Alternative
S Tyler Street/S 56th Street	Signal	Remove one southbound through lane; add southbound right-turn pocket	D, 44, 0.54	D, 52, 0.80
S Tyler Street/S 74th Street	Signal	Remove southbound left-turn lane	C, 34, 0.49	D, 36, 0.60
Do the study intersections operate within the City of Tacoma's thresholds (LOS E and v/c ratio of 0.99 or better)?			Yes	Yes

Notes:

¹ Delay is reported in seconds per vehicle.

² V/C Ratio = volume-to-capacity ratio.

5.5.8 Surface lot at SERA Campus

The Build Alternative improvements would include expanding the existing SERA parking lot, located west of the South Tacoma Station, by an additional 60 parking stalls. Parking demand and the associated project trips for the surface parking lot were estimated using methodologies established in the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th edition (ITE 2019). The ITE Parking Generation Manual also provides guidance on the time-of-day distribution for parking demand. Based on the additional 60 parking stalls and the most applicable or related ITE code for the land use (LU) (LU code #090 – Park-and-Ride Lot with Bus or Light Rail), it is estimated that 38 additional stalls would be occupied daily during peak traffic hours. About 19 additional trips, or about 50% of the parking trips, would enter the surface parking lot during the a.m. peak hour, and about 11 additional trips, or about 28% of the parking trips, would leave the surface parking lot during the p.m. peak hour with the Build Alternative. This increase in trips is within the daily variation and is considered nominal.

For the Build Alternative analysis, the 19 generated a.m. peak hour trips and the 11 generated p.m. peak hour trips were distributed throughout the study intersections based on the intersection turning movement counts. Table 5-12 compares the study intersection LOS, delay, and v/c ratio for the No Build Alternative to those for the Build Alternative for the study intersections in the vicinity of the surface lot at the SERA Campus.

Based on the forecasted trips generated, it is expected that the study intersections with the Build Alternative would operate similar to the No Build Alternative, and all study intersections would meet the City of Tacoma's traffic operations standards.

Table 5-12 Year 2030 No Build and Build intersection operations with surface lot at SERA Campus

Intersection	Intersection Control Type	Approach	LOS, Delay, V/C Ratio		Added Trips with Build Alternative
			No Build Alternative	Build Alternative	
A.M. Peak Hour					
S Adams Street/S 60th Street	TWSC	Northbound Southbound Eastbound Westbound	Free-flow, no delay Free-flow, no delay A, 9, 0.00 B, 10, 0.02	Free-flow, no delay Free-flow, no delay A, 9, 0.01 B, 10, 0.04	+ 19 vehicles per hour, or about 9% of total vehicles entering intersection
South Tacoma Way/S 60th Street	TWSC	Northbound Southbound Eastbound Westbound	Free-flow, no delay Free-flow, no delay B, 13, 0.05 B, 14, 0.05	Free-flow, no delay Free-flow, no delay B, 13, 0.05 B, 14, 0.05	+ 8 vehicles per hour, or <1% of total vehicles entering intersection
P.M. Peak Hour					
South Tacoma Way/S 56th Street	Signal	Overall	D, 44, 0.54	D, 44, 0.54	+ <5 vehicles per hour, or <1% of total vehicles entering intersection
S Adams Street/S 60th Street	TWSC	Northbound Southbound Eastbound Westbound	Free-flow, no delay Free-flow, no delay A, 9, 0.01 B, 10, 0.06	Free-flow, no delay Free-flow, no delay B, 10, 0.02 B, 10, 0.06	+ 11 vehicles per hour, or about 4% total vehicles entering intersection
South Tacoma Way/S 60th Street	TWSC	Northbound Southbound Eastbound Westbound	Free-flow, no delay Free-flow, no delay C, 21, 0.20 C, 25, 0.08	Free-flow, no delay Free-flow, no delay C, 18, 0.17 C, 22, 0.06	+ <5 vehicles per hour, or <1% of entering vehicles
S Adams Street/S 66th Street	TWSC	Northbound Southbound Eastbound Westbound	C, 16, 0.11 C, 16, 0.36 Free-flow, no delay Free-flow, no delay	C, 16, 0.04 C, 17, 0.37 Free-flow, no delay Free-flow, no delay	+ 6 vehicles per hour, or <1% of entering vehicles
Do the study intersections operate within the City of Tacoma's thresholds (LOS E and v/c ratio of 0.99 or better)?			Yes	Yes	

5.5.9 S 66th Street bicycle lanes (Priority 2)

To accommodate protected bicycle lanes on S 66th Street, the Build Alternative includes removing the westbound left-turn lane at South Tacoma Way/S 66th Street. The existing traffic volume on this movement is less than 50 vehicles per hour. With this project improvement, the vehicles making a westbound left turn would be combined in the through lane, resulting in a shared westbound left-turn through lane (similar to the eastbound approach). The traffic operations of the intersection with the combined low volume westbound left-turn lane traffic and the through lane would be similar to those of the No Build Alternative (see Table 5-13).

Table 5-13 Year 2030 No Build and Build intersection operations S 66th Street bicycle lanes

Intersection	Intersection Control Type	Approach	P.M. Peak Hour LOS, Delay, V/C Ratio	
			No Build Alternative	Build Alternative
South Tacoma Way/S 66th Street	Signal	Overall	B, 12, 0.57	B, 14, 0.57
Do the study intersections operate within the City of Tacoma's thresholds (LOS E and v/c ratio of 0.99 or better)?			Yes	Yes

5.6 Changes to parking

The following describes the changes in off-street parking (with the SERA Campus shared parking lot project improvements) and designated on-street parking to accommodate bicycle or pedestrian improvements. No impacts to private parking would occur with the project improvements.

5.6.1 SERA Campus Shared Parking Lot (Priority 2)

This project improvement would provide additional parking at the SERA Campus parking lot located west of the station in the vicinity of the existing South Tacoma Station surface lot. Table 5-14 lists the existing capacity of the South Tacoma Station surface lot, utilization in 2019 and 2023, and the future potential capacity with the additional surface lot.

In 2019, the station was near capacity for some periods. However, beginning in spring of 2020, travel patterns changed significantly due to the Covid-19 pandemic. This affected the demand for parking in some areas. In May 2023, parking utilization at the South Tacoma station during a Tuesday through Thursday data collection period ranged from 13% to 21%. The existing vehicle parking at the South Tacoma Station is not fully utilized. Additionally, there is currently no indication that Sounder riders are overflow parking along City of Tacoma streets in neighborhoods adjacent to the South Tacoma Station.

Table 5-14 Existing and Build Alternative parking capacity at the South Tacoma Station

Project	Capacity	Utilization
Existing South Tacoma Station surface lot	220 stalls	85% – 97% in 2019 13% – 21% in 2023
Future Build Alternative surface lot (SERA Campus Shared Parking Lot)	Up to 60 stalls	Not applicable

5.6.2 Other changes to on-street parking within city ROW

Several of the corridors within the study area currently include designated or legal paved on-street parking. To add bicycle lanes or provide protection to existing bicycle lanes with the Build Alternative, some parking would be removed on the following corridors. These changes are consistent with the City of Tacoma’s use of the public ROW and do not require mitigation.

- S 58th Street between S Washington Street and South Tacoma Way.
- S Puget Sound Avenue southbound approaching S 56th Street.
- S 60th Street between S Washington Street and South Tacoma Way.
- S Adams Street between S 66th Street to the southern SERA Campus parking lot.
- S Tyler Street (east side of roadway) between S 74th Street and S 64th Street.
- S 66th Street between S Orchard Street and S Cheyenne Street.

6 REFERENCES

City of Lakewood. 2023. City of Lakewood Amended Six-Year Comprehensive Transportation Improvement Program 2024-2029.

City of Tacoma. 2018. City of Tacoma, Right-of-Way Design Manual.

City of Tacoma. 2020. City of Tacoma Comprehensive Transportation Improvement Program, Amended 2023 and 2024-2029.

City of Tacoma. 2015. One Tacoma: Comprehensive Plan.

ITE (Institute of Transportation Engineers). 2019. Parking Generation Manual, 5th Edition.

Pierce Transit. 2023. Available online at: <https://www.piercetransit.org/pierce-transit-routes>.

Sound Transit. 2016. South Tacoma Station License Plate Survey, Seattle, WA.

Sound Transit. 2019a. System Access Strategic Plan Passenger Access Survey Report. Seattle, WA.

Sound Transit. 2019b. Parking Utilization Report, Seattle, WA.

Sound Transit. 2020. South Tacoma Station Profile. Seattle, WA.

Sound Transit. 2021. Phase 1 South Tacoma Station Access Improvements Report.

Sound Transit. 2023. Sounder South Timetables: March 21 to September 18, 2021. Available online at: <https://www.soundtransit.org/sites/default/files/documents/schedule-sounder.pdf>. Accessed May 2021.

WSDOT (Washington State Department of Transportation). 2018. *Synchro and SimTraffic Protocol – August 2018 Synchro version 10*.



